

# CHINA



# MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4373. 號七月七年七十七百八千一英 HONGKONG, SATURDAY, JULY 7, 1877. 日七廿月五年丑丁 PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELON & CAMPBELL, Amoy, Swatow, Hong Kong, & Canton. FOOCHOW, HEDGES & Co., Shanghai, LAY, CRAWFORD & Co., and KELLY & WALKER, Manila, C. HAINES & Co., Macao, I. A. DA CRAGA.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

## COURT OF DIRECTORS.

Chairman—H. HOFFMANN, Esq. Deputy Chairman—F. D. SASSOON, Esq. E. R. BELLIS, Esq. W. H. FORBES, Esq. Hon. W. KESWICK, Esq. A. MOLTER, Esq. WILHELM REINER, Esq. ED. TOBIAS, Esq.

## CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager. Shanghai, . . . ERWIN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

## HONGKONG.

## INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " " 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000. RESERVE FUND, £110,000.

## BANKERS.

THE BANK OF ENGLAND. THE CITY BANK. THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business. Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## Notices of Firms.

## NOTICE.

MR. WILHELM CARL ENGELBRECHT von PUSTAU, Junior, and Mr. CONRAD MUNRO DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM PUSTAU & Co., Hongkong, Canton, Shanghai, Hongkong, April 16, 1877. jy16

## NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIN, are authorized to Sign the name of our Firm per Procuration at FOOCHOW, and Mr. F. F. ELWEL at Amoy.

RUSSELL & Co. del

## NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration. SANDER & Co. Hongkong, June 23, 1877.

## NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. GARRNS.

Surveyor to Local Offices, and Lloyd's Register of Shipping, 2, Club Chambers, Hongkong, March 17, 1877. 9918

## Notices of Firms.

## NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

## NOTICE.

BY Mutual Consent, the Firm of FREEBES, RODATZ & Co. has been DISSOLVED on this Day.

R. FREEBES.

G. C. F. RODATZ.

Hongkong, June 30, 1877.

THE Undersigned, Establishing themselves This Day as SHIPCHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FREEBES, RODATZ & Co.

G. C. F. RODATZ.

O. KOCH.

Hongkong, July 2, 1877. au2

## NOTICE.

I HAVE This Day Established myself as SHIPBROKER.

ROBERT DROSS.

Hongkong, June 25, 1877. jy21

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOR, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

MONDAY,

the 9th day of July, 1877, at Noon, on Board,—

The American Barkentine

"ROSINA,"

Of 406 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remettled and Repaired in New York, in December, 1874, and there classed "A1", for Four Years in American Lloyd's. She was again Remettled and Repaired at MELBOURNE, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, June 18, 1877. jy9

## SPANISH CONSULATE.

TO be SOLD by PUBLIC AUCTION, at the Office of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock a.m., the Spanish War Vessels "BERENGUELA" and "CIROE" (declared by the Government "useless for further service").

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Office of this Consulate.

The upset Prices of the Vessels will be for the "Frigate BERENGUELA" ... \$20,526.85

Corvette "CIROE" ... \$ 5,278.27 and no offer will be received which does not exceed these amounts.

A. FARAUDO,

Consul for Spain.

Hongkong, June 12, 1877. jy12

## For Sale.

## FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSEN & Co. Hongkong, June 29, 1876.

## FOR SALE.

POLLINARIS WATER, in Cases of 50 Large Stone Bottles, \$9 per Case. WIELER & Co. Hongkong, July 4, 1877. jy11

## For Sale.

AERATED WATERS, IN CORD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only FORTY CENTS PER DOZEN.

SARSAPARILLA WATER, 75 Cents per Dozen.

ED. CHASTEL, 2, Wyndham Street, opposite the Hongkong Club.

Hongkong, June 30, 1877. jy30

## FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry." TH. ROBERGER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARUP & KENTISH'S PORTS and SHERRIES.

MOULON & Co.'s COGNACS, 1, 2, 3 Stars. BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co. Hongkong, April 9, 1877. jy9

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF. To be had from MESSRS LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

## Intimations.

## SEALED TENDERS

will be Received by the Undersigned until Noon on SATURDAY, the 14th Instant, for Building A FIRE ENGINE HOUSE, at H. M. NAVAL YARD.

Plan and Specification may be seen and further information obtained on Application.

JOHN BREMNER,

Naval Storekeeper.

Hongkong, July 2, 1877. jy14

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. sel

## NOTICE.

THE Undersigned regret to inform their Customers, that in consequence of the VERY GREAT ADVANCE in the PRICE OF FLOUR, they will be compelled TO RAISE the Price of their First Quality BREAD One Cent per Pound, Commencing from the 1st July, 1877.

HONGKONG AND CHINA BAKERY Co., LIMITED. LANE, CRAWFORD & Co., General Managers. DORABJEE NOWROJEE.

Hongkong, June 21, 1877. jy21

## DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 28, 1877.

## DENTAL NOTICE.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 28th. Office, No. 7, Arbuthnot Road.

Hongkong, June 20, 1877.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East. BIRLEY & Co., Agents. Hongkong, May 21, 1877. 9922

## Intimations.

## PIANOS, Etc.

TUNED AND REPAIRED, BY A. HAHN, Care of MESSRS LANE, CRAWFORD & Co., or MESSRS CHAS. J. GAUPE & Co.

Hongkong, June 8, 1877. jy8

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on WEDNESDAY, the 25th July instant, at 3 o'clock in the Afternoon, for the purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 3, 1877. jy25

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE.

THE Transfer BOOKS of the Company will be CLOSED on the 12th to the 25th day of July instant, both days included.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 3, 1877. jy25

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 16th to the 28th Instant, both days inclusive.

A. NEWTON, Manager.

Hongkong, July 2, 1877. jy29

HONGKONG GENERAL CHAMBER OF COMMERCE.

## NOTICE.

THE POST of SECRETARY will become Vacant on 1st August next. Applications, addressed to the CHAIRMAN, will be Received up to Noon of the 21st July, prox. Salary, \$1,500 per Annum.

Hongkong, June 25, 1877.

## NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of EVERY ARTICLE of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and, in solidifying such confidence on the part of their Customers, the Business was formerly conducted.

The Business will be carried on in the old Premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. au2

## Shipping.

## Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "YESSO," Capt. S. AUSTON, will be despatched for the above Ports on TUESDAY, the 10th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.

Hongkong, July 4, 1877. jy10

## FOR YOKOHAMA.

The British Steamer "LOTUS," Captain McNABB, will leave for the above Port on or about the 14th Instant.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 5, 1877.

## Shipping.

## Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA. The British Steamship "ARRATON APOAR," Captain A. B. MACINTYRE, will leave this for the above Ports on SATURDAY Next, the 14th Inst., at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 6, 1877. jy14

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "VENICE," Capt. RHODE, will leave for the above Ports on SATURDAY, the 14th Instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, July 6, 1877. jy14

FOR YOKOHAMA & HIOGO. The Steamship "LORNE," due immediately from London and Singapore, will receive prompt despatch as above.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 6, 1877. jy13

FOR FOOCHOW. The Steamship "MECCA," Captain JOHNSON, will have immediate despatch for the above Port.

For Freight or Passage, apply to A. MACG. HEATON.

Hongkong, July 5, 1877.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAN," Comdt. DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, July 2, 1877.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "PEI HO," Comdt. LECOINTRE, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, July 2, 1877.

Sailing Vessels.

FOR LONDON. The A 1 British Bark "STANFIELD," having the greater portion of her Cargo engaged, will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 29, 1877. jy29

FOR NEW YORK. The A 1 American Schooner "FANOLA," LUNT, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 28, 1877. jy28

FOR SAN FRANCISCO. The A 1 British Barque "FORMOSA," P. HYLAND, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 14, 1877. jy14

FOR NEW YORK. The A 1 American Ship "HIGHLANDER," HUTTON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 24, 1877.

FOR NEW YORK. The A 1 American Ship "THOMAS LORD," HATH, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.



## Mails.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London.  
Also,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
CATHAY, Captain DUNDAS, will leave  
this on SATURDAY, the 14th July, at  
Noon.

For further Particulars, apply to  
A. LIND, Superintendent.  
Hongkong, July 2, 1877. j714

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

and  
ATLANTIC STEAMERS.

THE S. S. "GABRIEL" will be de-  
parted for San Francisco via Yoko-  
hama, on TUESDAY, the 17th July, at  
3 p.m., taking Cargo and Passengers for  
Japan, the United States and Europe.  
Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 16th July. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.  
Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 87, Queen's Road Central.  
G. B. EMORY, Agent.  
Hongkong, July 5, 1877. j717

## To Let.

## TO LET.

THE Dwelling House and Offices No. 1,  
D'Aguilar Street, lately in the occupa-  
tion of Messrs DOUGLAS LAFRAIK & Co.  
The Dwelling House No. 1, Alexandra  
Terrace. Possession from the 1st June  
next.  
The Dwelling House No. 6, Gough Street.  
Possession from the 1st July next.  
The Dwelling House No. 10, Gough  
Street. Possession from 1st August next.  
Apply to  
DOUGLAS LAFRAIK & Co.  
Hongkong, May 10, 1877.

## TO LET.

HOUSE Nos. 8 and 9, Seymour Terrace.  
House No. 10, Albany Road, lately  
occupied by the Rev. R. H. KIDD.  
"Bianco Villa," Pok-fo-lum, Furnished.  
DAVID SASSOON, SONS & Co.  
Hongkong, February 15, 1877.

## TO LET.

With Immediate Possession.  
THE Upper Part of No. 62, PRAYA,  
either for OFFICES or GODOWN.  
Apply to  
ROBERT MORE.  
Hongkong, July 5, 1877. sul

## TO BE LET.

THE Premises No. 39, Queen's Road,  
late in the occupation of THE BORNZO  
COMPANY, LIMITED.  
Apply to  
TURNER & Co.  
Hongkong, May 10, 1877.

## NEWS FOR HOME.

**The Overland China Mail.**  
(The oldest Overland Paper in China.)  
PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.  
Containing from 72 to 84 columns of closely  
printed matter.

THIS Mail Summary is compiled from  
the Daily China Mail, is published  
twice a month on the morning of the  
English Mail's departure, and is a re-  
print of each fortnight's current history  
of events in China and Japan, con-  
tributed in original reports and collected  
from the journals published at the various  
ports in those countries.  
It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.  
Subscription, 50 cents per Copy (postage  
paid 50 cents.) \$12 per annum (postage  
paid \$12.50.)  
Orders should be sent to GEO. MURRAY  
BAIN, China Mail Office, 2, Wyndham  
Street, not later than the evening before the  
departure of the English Mail Steamer.  
Terms of Advertising, same as in Daily  
China Mail.

## Insurances.

**THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saidon and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE  
COMPANY.**  
(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods in Matsabada, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.  
Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.

**CHINESE INSURANCE COMPANY.**  
(LIMITED.)  
NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE  
COMPANY.**

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**

Incorporated by Royal Charter and  
Special Acts of Parliament.  
ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 26, 1872.

**MANCHESTER FIRE ASSURANCE  
COMPANY.**

THE Underigned Agents are in receipt  
of Instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.  
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,  
Hongkong, January 8, 1875.

**MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER.**

AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 16, 1869.

## Insurances.

**NOTICE.**  
LONDON & ORIENTAL STEAM  
TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has  
This Day been Transferred to THE  
MARINE INSURANCE Co., of 20, Old  
Broad Street, LONDON.

By Order of the Proprietors,  
WILLIAM HUNT,  
Secretary.  
137, Leadenhall Street,  
LONDON,  
1st January, 1877.

THE MARINE INSURANCE Co.  
20, Old Broad Street,  
LONDON,  
1st January, 1877.  
ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £340,000

WITH Reference to the foregoing Adver-  
tisement THE MARINE INSURANCE  
Co. has This Day taken over the  
Business of the LONDON & ORIENTAL  
STEAM TRANSIT Co., and has Appointed  
Mr. A. MELVER as its AGENT in HONG-  
KONG.

By Order of the Board of Directors,  
ROBERT J. LODGE,  
Manager.

THE Underigned is prepared to Accept  
Risks and Issue Policies on behalf of the  
MARINE INSURANCE Co. by any First Class  
Steamer.

A. MELVER,  
Agent of the Marine Insurance Co. of  
London.  
Hongkong, February 18, 1877. sul7

**HAMBURG-MAGDEBURG FIRE IN-  
SURANCE Co. OF HAMBURG.**

THIS Company is now Prepared to  
Issue Policies against LOSS or  
DAMAGE by FIRE at Current Rates.  
Every Risk taken by this Company is  
participated in by Three of the largest  
German Fire Insurance Companies, re-  
presenting an aggregate Capital and Surplus  
of over SIXTY MILLION MARKS,  
equal to FIFTY MILLION DOLLARS,  
thus enabling this Company to accept large  
risks.

SANDER & Co.,  
Agents.  
Hongkong, June 25, 1877. se28

**THE ON TAI INSURANCE COM-  
PANY, LIMITED.**

CAPITAL TALES 400,000, EQUAL TO  
\$655,555.56.

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Fong.  
LOO YEE, of the Yee On Firm.  
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Fong.  
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MARINE RISKS on Goods, etc., taken  
at CURRENT RATES to AUSTRALIA,  
CALIFORNIA, MANILA, SINGAPORE, SAIGON,  
PENANG, and to all the TREATY PORTS of  
China and Japan.

HEAD OFFICE, 48, Bonmah Strand,  
Hongkong, June 1, 1877.

## Intimations.

**AFONG,  
PHOTOGRAPHER,**  
by appointment, to

H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;

and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Pho-  
tographic Albums, Frames, Cases, &c., of  
assorted sizes. Ex. S. S. Radnorshire a  
supply of very handsome Easel Albums of  
Russia and Velvet Covers, assorted sizes.  
Illuminated Albums for Portraits. Tobacco  
Pouches, in Shape of Skulls, Rats, &c.,  
and a nice choice of Gift Mountings for  
Frames, &c.

Hongkong, March 28, 1877.

## NOTICE.

**THE CHINESE MAIL.**

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued DAILY instead of re-  
weekly as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.

The charges for advertisements are now  
assimilated to those of the China Mail.  
The unusual success which has attended  
the Chinese Mail makes it an admirable  
medium for advertisers.

The Conductors guarantee an eventual  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Fran-  
cisco and Australia.

For terms, &c., address  
MA OHUN AYIN,  
Manager.

China Mail Office,  
17th February, 1874.

**WASHING BOOKS.**  
(In English and Chinese.)

WASHBURN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

## Intimations.

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CHINA DISPENSARY.**

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DRUGGISTS' Sundries, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,  
and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

## NOW READY.

**FENG-SHUI; OR, THE FUNDAMENTS OF  
NATURAL SCIENCE IN CHINA.** By Dr.  
E. J. EITEL. One Volume. 8vo. Price,  
\$1.50.

**BUDDHISM, ITS HISTORY, THEORY AND  
POPULAR RELIGION.** In three Lectures.  
By Dr. E. J. EITEL. Second Edition. One  
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs LANE,  
Crawford & Co.

Hongkong, July 31, 1875.

**A THOROUGH CORRESPONDENT  
AND ARITHMETICIAN** Desires an  
ENGAGEMENT.

"Activity," care of this Office.  
Hongkong, May 26, 1877.

**THE HONGKONG CHINESE MAIL.**

THE Circulation of THIS PAPER has  
been very much extended. The fol-  
lowing are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sung Chuen Native Post Office,  
Luen Hing Street; Chai Heng Low Hotel,  
Luen Hing Street; Kwong Tin Fat Shop, Yan  
Tat Street; Mr. Sit Chuen Fan, Tung Wan  
Kwan; Yuen Fong Shop, in front of the  
Provincial Treasurer's Lamen; How Yuen  
Shop, Small Market Street, New City; Yee  
Cheung Photograph Shop, Honam; Kwai  
Heng Shop; Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun  
Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kok  
Street.

Foochow.—Mr. Yui Ching Cheong, Foo-  
chow Arsenal; Mr. Lum Kwok Ching, Mar-  
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-  
time Customs; Mr. Ho Yui Chuan, Mar-  
time Customs; Mr. Chun Sing Hoi, Messrs  
Jardine, Matheson & Co.; Mr. Kwong  
Chuen Fook, Educational Mission School;  
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime  
Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Mani-  
pal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong  
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;  
others will be published, when they are  
arranged for. Negotiations are in progress  
with the express companies who carry the  
official despatches and Peking Gazette, to  
circulate the Chinese Mail in the interior of  
China.

Hongkong, March 10, 1874.

**KWONG HING CHEUNG & Co.,  
COAL MERCHANTS.**

Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr. ARYON has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAT JACK, at 30, Hing  
Lung Street, will receive immediate atten-  
tion.

Hongkong, March 19, 1877. mol9

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THIS OFFICE IS PREPARED TO  
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BOOKS,  
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POWERS OF ATTORNEY,  
CHARTER PARTIES,  
SHIPPING ORDERS,  
BILLS OF LADING,  
PASSENGER LISTS,  
BILLS OF SALE,  
LOG BOOKS,  
WILLS,  
&c., &c., &c.

China Mail Office, 2, Wyndham Street,  
(Back of Club).

## Intimations.

**THE CHINA REVIEW.**

THE widely-expressed regret at the dis-  
continuance of Notes & Queries on  
China and Japan, has induced the pub-  
lishers of this journal to issue a publication  
similar in object and style, but slightly  
modified in certain details.

THE CHINA REVIEW, or Notes and  
Queries on the Far East, is issued at in-  
tervals of two months, each number con-  
taining about 60 octavo pages, occasionally  
illustrated with lithographs, photographs,  
woodcuts, &c., should the papers published  
demand, and the circulation justify, such  
extra matter.

The subscription is fixed at \$6.50 postage  
paid, per annum, payable by non-residents  
in Hongkong half-yearly in advance.

The publication includes papers original  
and selected upon the Arts and Sciences,  
Ethnology, Folklore, Geography, History,  
Literature, Mythology, Manners and Customs,  
Natural History, Religion, &c., &c.,  
of China, Japan, Mongolia, Tibet, the  
Eastern Archipelago and the "Far East"  
generally. A more detailed list of subjects  
upon which contributions are especially  
invited is incorporated with each number.

Original contributions in Chinese, Latin,  
French, German, Spanish, Italian or Por-  
tuguese, are admissible. Endeavours  
are made to present a resume in each  
number of the contents of the most recent  
works bearing on Chinese matters. Great  
attention is also paid to the Review  
department.

Notes and Replies are classified to-  
gether as "Notes" (head references being  
given, when furnished, to previous Notes  
or Queries), as are also those queries which,  
though asking for information, furnish new  
or unpublished details concerning the mat-  
ter in hand. It is desirable to make the  
Queries proper as brief and as much to  
the point as possible.

The China Review for July and August,  
1875, is at hand. It says that forty-two  
essays were sent in to compete for the best  
paper on the advantages of Christianity for  
the development of a State. All our learn-  
ed societies should subscribe to this scholarly  
and entertaining Review. It is a sixty  
pages, bi-monthly, repository of what schol-  
ars are ascertaining about China. The  
lecture on Chinese Poetry in this volume is  
alone worth the price of the Review. Ad-  
dress, China Review, Hongkong.—Northern  
Christian Advocate (U.S.).

Yip's Oriental Record contains the fol-  
lowing notice of the China Review:—"This  
is the title of a publication, the first number  
of which has lately reached us from Hong-  
kong, where it has been set on foot as a  
some respects a continuation of Notes and  
Queries on China and Japan, the extinction  
of which useful serial a year or two ago has  
been much regretted in Europe as well as  
in China. The present publication, judging  
by the number now before us, is intended to  
occupy a position, as regards China and the  
neighbouring countries, somewhat similar  
to that which has been filled in India by the  
Calcutta Review. The great degree of at-  
tention that has been bestowed of late years  
upon the investigation of Chinese literature,  
antiquities, and social developments, to say  
nothing of linguistic studies, has led to the  
accumulation of important stores of infor-  
mation, rendering some such channel of pub-  
licity as is now provided extremely desir-  
able; and contributions of much interest  
may fairly be looked for from the members  
of the foreign consular services, the Chinese  
Customs' corps, and the missionary body,  
among whom a high degree of Chinese  
scholarship is now assiduously cultivated,  
and who are severally represented in the first  
number of the Review by papers highly  
creditable to their respective authors. In a  
paper on Dr. Legge's She King, by the  
Rev. E. J. Eitel, to which the place of  
honour is deservedly given, an excellent  
summary is presented of the chronological  
problems and arguments involved in con-  
nexion with this important work. Some  
translations from Chinese novels and plays  
are marked by both accuracy and freshness  
of style; and an account of the career of  
the Chinese poet-statesman of the eleventh  
century, Su Tung-p'o, by Mr. E. C. Bowra,  
is not only historically valuable, but is also  
distinguished by its literary grace. Beside  
notices of new books relating to China and  
the East, which will be a useful feature of  
the Review, if carried out with punctuality  
and detail, we are glad to notice that  
"Notes" and "Queries" are destined to  
find a place in its pages also. It is to be  
hoped that this opening for contributions  
on Chinese subjects may evoke a similar  
degree of literary zeal to that which was  
displayed during the lifetime of its prede-  
cessor in the field, and that the China Review  
may receive the support necessary to insure  
its continuance. The publication is intend-  
ed to appear every two months, and will  
form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every  
day. The subscription is fixed at Four  
Dollars per annum delivered in Hong-  
kong, or Seven Dollars Fifty Cents in-  
cluding postage to Coast ports.

It is the first Chinese Newspaper ever  
issued under purely native direction. The  
editorial department is conducted by  
Mr. Chun Ayin, whose experience and  
competence have already been most fully  
demonstrated. The chief support of the  
paper is of course derived from the native  
community, amongst whom also are to be  
found the guarantors and securities  
necessary to place it on a business and  
legal footing.

The projectors, basing their estimates  
upon the most reliable information from  
the various Ports in China and Japan,—  
from Australia, California, Singapore,  
Penang, Saigon, and other places frequented  
by the Chinese,—consider themselves  
justified in guaranteeing an ultimate  
circulation of between 3,000 and 4,000  
copies. The advantages offered to adver-  
tisers are therefore unusually great, and  
the foreign community generally will find  
it to their interest to avail themselves of  
them.

The field open to a paper of this descrip-  
tion—conducted by native efforts, but  
progressive and anti-obstructive in tone—  
is almost limitless. It is on the one hand  
commanded Chinese belief and interest  
while on the other deserves every aid  
that can be given to it by foreigners.  
Like English journals it contains Editorials,  
with Local, Shipping, and Commercial  
News and Advertisements.

Subscription orders for either of the  
above may be sent to  
GEO. MURRAY BAIN,  
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## Intimations.

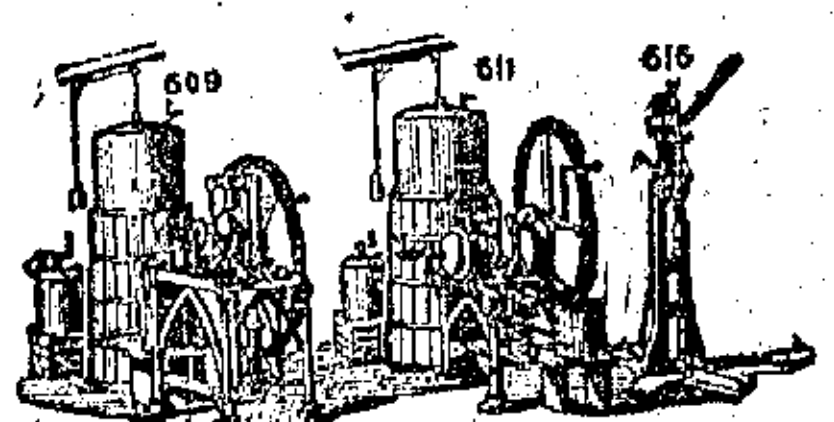
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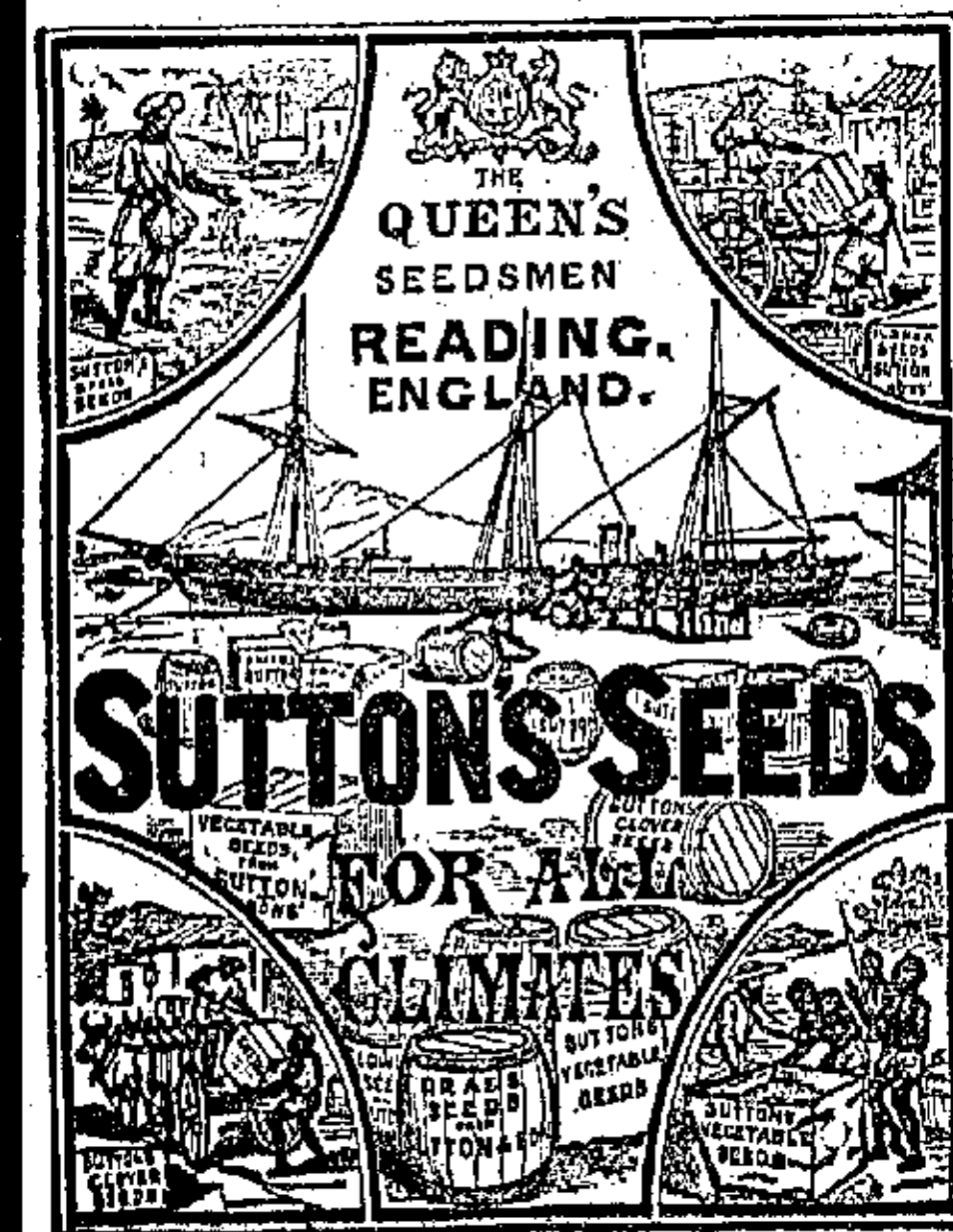
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being the Inventor was deliberately untrue;  
which he regretted had been sworn to.  
Eminent Hospital Physicians of London  
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discoverer of Chlorodyne; that they pro-  
scribe it largely, and mean no other than  
Dr. Browne's.—See Times, July 12, 1864.  
The public, therefore, are cautioned  
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Remedial uses and action.  
This invaluable remedy produces quiet,  
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those unpleasant results attending the use  
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good effects and wonderful cures, while  
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useful.—Cholera, Dysentery, Diarrhoea,  
Colic, Coughs, Asthma, Rheumatism,  
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The Right Hon. Earl Russell communi-  
cated to the College of Physicians and J. T.  
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tion to the effect that the only remedy of  
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See Lancet, Dec. 31, 1864.

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Asthma, and Dysentery. To it I fairly  
owe my restoration to health, after eighteen  
months' severe suffering, and when other  
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Sole Manufacturer—  
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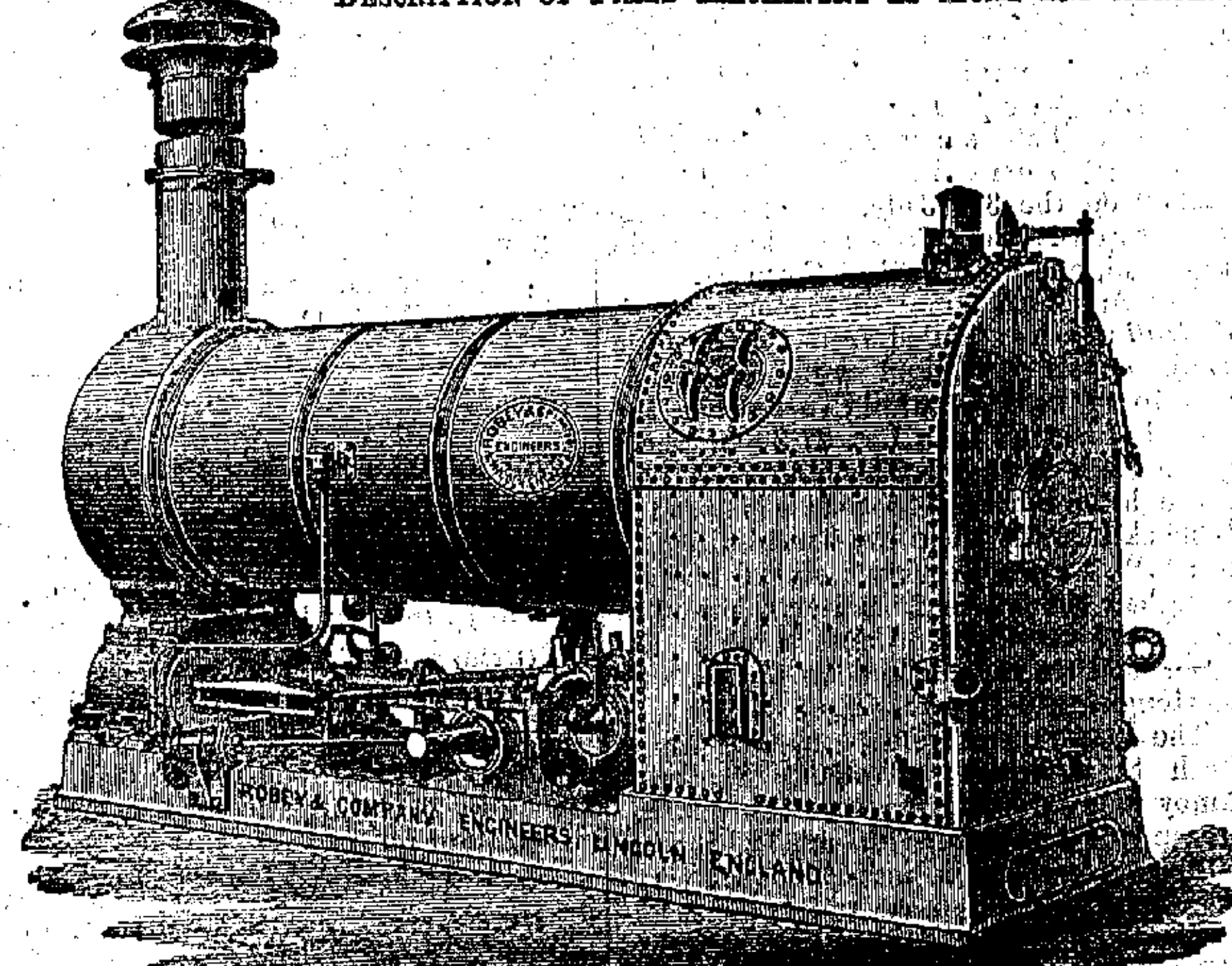
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Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.  
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Price Lists can be had of Messrs Wheat-  
ley & Co., Bombay, and at the Office of the  
Englishman Newspaper, Calcutta.

Terms.—Not less than 25 per cent. to  
accompany invoices and balances drawn for  
at 60 days' sight.  
Parcels not exceeding fifty pounds in  
weight and 2 feet by 1 foot in size, and 220  
in value, are conveyed from London to any  
Port Town in India and Ceylon at a uniform  
charge of 1s. per lb.

Special advantages to Hotel Keepers and  
Regimental Messes.

D. NICHOLSON & Co.,  
50 to 53, St. Paul's Churchyard, and 66,  
Faterhoster Row, London.

DINNEFORD'S  
SOLUTION OF

DINNEFORD'S FLUID MAGNESIA.  
The Best Remedy For

Acidity of the Stomach, Heart  
burn, Headache, Gout and  
Indigestion.

And the best Mild Aperient for Delicate  
Constitutions, LADIES, CHILDREN  
and INFANTS, and for regular  
use in Warm Climates.

Dinneford & Co.,  
CHEMISTS, LONDON.  
And of Druggists and Storekeepers,  
throughout the World.

N.B.—Ask for DINNEFORD'S  
MAGNESIA.

Agents—A. S. Watson & Co., Hongkong,  
14ap77 1w 52t 23ap78

## Intimations.

## Intimations.

## PERFUMERY.

J. & E. Atkinson's  
ESS; WHITE ROSE—WOOD VIOLET  
—and STEPHANOTIS; EAU DE  
COLOGNE—LAVENDER  
WATER.

PRIZE MEDALS—LONDON, PARIS, VIENNA,  
CORDOVA, LIMA, PHILADELPHIA.

Sold by all first-class dealers throughout  
the World.

J. & E. ATKINSON,  
24, Old Bond-street, London.

The genuine guaranteed by TRADE MARK  
—A White Rose on a Golden Lyre—

printed in seven colours.  
5may77

BUGS, FLEAS, MOTHS,  
BEETLES,

and all other insects are destroyed by  
KEATING'S INSECT DESTROYING  
POWDER

which is quite harmless to Domestic  
Animals.

Sold in tins 1s. and 2s. 6d. each, by THOMAS  
KEATING, St. Paul's Churchyard, London,  
and all Chemists. The 1s. tin is so made  
that the Powder is easily distributed from  
them, and will be found a great improve-  
ment on the old paper packets. In exter-  
minating fleas the success of this powder  
is extraordinary, and no one need be  
troubled by these pests. It is perfectly  
clean in application.

Sold in Tins and Bottles, by all Druggists.

## KEATING'S

Bon Bons or Worm Tablets.

A purely VEGETABLE SWEETMEAT, both in  
appearance and taste, furnishing a most  
agreeable method of administering the only  
certain remedy for Intestinal or Thread  
Worms. It is a perfectly safe and mild  
preparation, and is especially adapted for  
children.

## TESTIMONIAL.

Mr. KEATING, Medical Hall,  
Gildersome, Nov. 23rd, 1876.

Dear Sir,—I think it nothing but my  
duty to inform you of the immense sale I  
have for your Worm Tablets, which I may  
justly say is enormous, and in every case  
gives the greatest satisfaction. I have now  
in stock two bottles containing the Round  
Worm brought me during the last few days  
by customers, one Worm 40 yards long. I  
dare not be without the remedy.—Yours  
respectfully,

M. A. WALKER.

Sold in Bottles, by all Chemists and  
Druggists.

Proprietor—THOMAS KEATING,  
London.

BEWARE AND CAUTION.—Whereas I am  
informed fraudulent imitations of this un-  
surpassed remedy have been sold, I hereby  
request anyone knowing of the vendor of  
the same to communicate with me, and on  
conviction of the offender a liberal reward  
will be paid.

7ap77 1w 26t 30sep77

## CAUTION.

J. & F. MARTELL'S  
BRANDY.

It having come to our knowledge that  
spurious imitations are imported, Con-  
sumers should be careful to see that they  
obtain the genuine article with our Brand,  
which is to be had of all respectable Dealers.  
Agents: MATTHEW CLARK & SONS, 72,  
Great Tower Street, London.

MARTELL & Co.  
31mr77 1w 52t 30mr78

FAIRBANKS'  
STANDARD SCALES

MADE WITH THE  
Latest and Most Valuable  
Improvements.

Adapted to the Standard of all Nations.  
Packed ready for Shipping.

RECEIVED HIGHEST MEDALS AT  
World's Fair, London, 1861.  
World's Fair, New York, 1863.  
World's Fair, Paris, 1867.  
World's Fair, Vienna, 1873.  
World's Fair, Santiago (Chili), 1875.  
World's Fair, Philadelphia, 1876.

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FAIRBANKS & Co.  
LONDON, ENG.

FAIRBANKS, BROWN & Co.  
BOSTON, MASS.

31mr77 1w 6m 23sep77

ASTHMA & CHRONIC BRONCHITIS.

The most effectual remedy will be  
found to be

Datura Tatula.

Prepared in all forms, for smoking and  
inhalation, by

SAVORY & MOORE,

143, New Bond Street, London,  
and sold by them, and all Chemists and  
Storekeepers throughout the World.

2

Mr. Andrew Wind.

News Agent, &c.

4188, NASSAU STREET, NEW YORK.

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vertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

BARNETT, SON & FOSTER,  
Engineers.

23c, Forster Street, Hoxton,  
London, England.

## Intimations.

## RIMMEL'S CHOICE PERFUMERY.

RIMMEL'S TOILET VINEGAR, a  
pleasant tonic and refreshing adjunct  
to the Toilet and Bath, a reviving scent  
and a powerful disinfectant. For warm  
climates it is invaluable.

RIMMEL'S CELEBRATED LAVEN-  
DER WATER.

RIMMEL'S TREBLE DISTILLED  
EAU DE COLOGNE.

RIMMEL'S MUCH IMPROVED FLO-  
RIDA WATER.

RIMMEL'S JOCKEY CLUB, and other  
fragrant perfumes.

RIMMEL'S LIME JUICE and GLY-  
CERINE gives the hair a beautiful gloss  
without greasing it, nourishes the roots,  
and imparts an agreeable coolness to the  
head.

RIMMEL'S PURE WHITE GLYCE-  
RINE SOAP, BROWN WINDSOR,  
HONEY, ALMOND, LETTUOE, COAL-  
TAR, and other SOAPS in bars or cakes.

RIMMEL'S VIOLETTINE, VIOLET  
POWDER, in boxes and packets.

RIMMEL'S AQUADENTINE cleans,  
whitens, and preserves the Teeth, refreshes  
the mouth, and sweetens the Breath.

RIMMEL'S PHOTOCHROME, for im-  
parting to the Hair or Beard a perfectly  
natural and permanent shade.

N.B.—All Rimmel's Pre-  
parations will bear henceforth  
the annexed Trade Mark.

E. RIMMEL, Perfumer by appointment to  
H.R.H. the Princess of Wales, 96,  
Strand, London.

31et77 1w 52t 25et78

Protected by Royal Letters Patent,  
Dated October 11th, 1869.

DE BRIGHT'S  
PHOSPHODYNE

The New Curative Agent, and only Re-  
liable Remedy for Nervous and Liver  
Complaints.

This Phosphatic combination is pronounced by  
the most eminent members of the Medical Pro-  
fession to be unequalled for its power in re-  
storing the vitality of the body, by its supplying  
all the essential constituents of the blood and  
nervous substance, and for developing all the powers  
and functions of the system to the highest degree.

It is agreeable to the palate, and innocent in  
its action, while retaining all its extraordinary  
properties; and as a specific, surpassing all  
known therapeutic agents of the present day for  
the speedy and permanent cure of—Nervous  
Prostration, Liver Complaints, Palpitation of the  
Heart, Dizziness, Noise in the Head and Ears,  
Loss of Energy and Appetite, Hypochondria,  
Female Complaints, General Debility, Indiges-  
tion, Flatulence, Incapacity for Study or Busi-  
ness, Sick Headache, Lassitude, Shortness of  
Breath, Trembling of the hands and limbs, Im-  
paired Nutrition, Mental and Physical Depression,  
Consumption (in its first stages only), Timidity,  
Eruptions of the Skin, Impaired Sight and  
Memory, Nervous Fancies, Impoverished Blood,  
Nervous Debility in all its stages, Premature  
Decline, and all morbid conditions of the system  
arising from whatever cause. The action of the  
Phosphodyne is twofold—on the one hand in-  
creasing the principle which constitutes nervous  
energy, and on the other the most powerful blood  
and flesh generating agent known; therefore, a  
nutritious medicine for renovating impaired and  
broken-down constitutions. It quickly improves  
the functions of assimilation to such a degree,  
that where for years an emaciated, anxious,  
cadaverous, and semi-vital condition has existed,  
the flesh will rapidly increase in quantity and  
firmness, and the whole system return to a state  
of robust health. The Phosphodyne acts elec-  
trically upon the organisation; for instance, it  
travels nature to generate that human electricity  
which renews and rebuilds the osseous, muscular,  
nervous, membranous, and organic systems. It  
operates on the system without exciting care or  
thought upon the individual as to the process.  
It moves the lungs, liver, heart, kidneys, stomach,  
and intestines, with harmony, vigour, yet  
mildness unparalleled in medicine.

The Phosphodyne gives back to the human  
structure, in a suitable form, the phosphoric  
animating element of life, which has been wasted,  
and exerts an important influence directly  
on the spinal marrow and nervous system, of a  
nutritive, tonic, and invigorating character,  
maintaining that buoyant energy of the brain and  
muscular system which renders the mind abnor-  
mally brilliant, and energetic, entirely overcoming  
that dull, inactive, and sluggish disposition  
which many persons experience in all their  
actions.

The beneficial effects of the Phosphodyne are  
frequently shown from the first day of its ad-  
ministration, by a remarkable increase of nervous  
power, with a feeling of vigour and comfort, to  
which the patient has long been accustomed.

Digestion is improved; the appetite increases;  
the bowels become regular; the  
wonderfully; the skin clear and healthy; and  
the hair acquires strength, showing the impor-  
tance of the action of the Phosphodyne on the  
organs of nutrition.

Finally, the Phosphodyne maintains a certain  
degree of activity in the previously debilitated  
nervous system; its use enables all debilitated  
organs to return to their normal state and perform  
their natural functions. Persons suffering from  
Nervous Debility, or any of the hundred symp-  
toms which this distressing disease assumes, may  
rest assured of an effectual and even speedy cure by  
the judicious use of this most invaluable remedy.

DR. BRIGHT'S PHOSPHODYNE  
is sold only in Cases at 10s. 6d. by all  
Chemists and Patent Medicine Vendors  
throughout the Globe.

Full Directions for Use, in the English,  
French, German, Italian and Dutch Lan-  
guages, accompany each Case.



## Intimations.

## NOTICE.

CAPTAIN G. WEINER has resigned the Command of the British Steamer "Wm. CORES-DE VRIES," now in this Harbour, and we beg to give notice that the Owners or the AGENTS of the said Steamer will not be RESPONSIBLE for any DEBTS contracted by her Officers or Crew on Board.

FOOK MOW LOONG & Co.,  
Agents,  
"Wm. Cores-de Vries."  
Hongkong, July 3, 1877. j10

## To-day's Advertisements.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *Atalanta*, PETERSEN, Master, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned and stored in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai, unless notice to the contrary is given before 4 p.m. To-day.  
Cargo remaining undelivered after the 13th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, July 7, 1877. j13

BRITISH BARK *ENID*, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNOLD, KARBURG & Co.,  
Agents,  
Hongkong, July 7, 1877.

FROM LONDON, PENANG AND SINGAPORE.

THE S. S. *Lorne* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored by the Undersigned in their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Japan, unless notice to the contrary is given before 10 a.m. on Monday, the 9th instant.  
Cargo remaining undelivered after the 13th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 7, 1877. j14

FROM YOKOHAMA, HIOGO AND NAGASAKI.

THE S. S. *Elgin* having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.  
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, July 7, 1877. j14

NOTICE TO MARINERS.

No. 72.

CHINA SEA.

FOOCHOW DISTRICT.

Pihquan Harbour Rock.

NOTICE is hereby given that Captain WILLIAMS, of Messrs BUTTERFIELD and SWIRE'S Steamer the "CHIEFFO," observed on the 24th May last, a Rock on which a heavy Sea at 4 fms was breaking in mid-channel at the entrance to Pihquan Harbour. The rock, off the South end of Chingnan Island, here from the Rock W. by N.; and Pingloong Rock Point, to the West of Pingloong Island, here N. by E. magnetic. This information has been received from Mr. W. HANDSLEY, T.A.P., H.B.M.'s Registrar of Shipping.  
By order of the Inspector General of Customs,  
DAVID M. HENDERSON,  
Engineer-in-Chief,  
Imperial Maritime Customs,  
Shanghai, June 25, 1877. j14

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ROSINA, American 3-m. schooner, Capt. O. W. Hansen.—Arnold, KARBURG & Co.  
HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.  
HIBERNIAN, British brig, Capt. T. A. Keoh.—Landstein & Co.  
ROSE, HENDERSON, British barque, Capt. John J. Gunn.—Vogel, Hagedorn & Co.  
BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.  
MATCHESS, American ship, Capt. John C. Davies.—Douglas Lapraik & Co.  
VINCENNE MACDONALD, British 3-m. schooner, Capt. Wm. Wright.—Borneo Co., Limited.  
CORINNE, British barque, Captain Wm. Robertson.—Wiel & Co.  
JOHN, Norwegian ship, Capt. P. Hanf.—Malcham & Co.  
KLEINE WIND, American ship, Captain F. M. Hinkley.—Meyer & Co.  
CHARLOTTE ANDREWS, British barque, Captain George Place.—Rosario & Co.  
LEONA, German 3-m. schooner, Captain H. Schlicher.—E. Schellhaus & Co.  
JACO, Russian ship, Capt. O. F. Moberg.—Order.

MARIE LOUISE, German barque, Captain D. Davidson.—Wm. Pustau & Co.  
MAY, British 3-m. schooner, Captain L. Plumley.—Olyphant & Co.  
ANNE S. HALL, American 3-m. schooner, Captain C. H. Nelson.—Douglas Lapraik & Co.

ENID, British bark, Captain Brathwaite.—Arnold, KARBURG & Co.  
E. M. YOUNG, British barque, Captain J. M. Moberg.—Gillman & Co.

## To-day's Advertisements.

FOR SYDNEY & MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "SOMERSET" will be despatched as above, from Singapore on or about the 23rd inst.

For Freight, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, July 7, 1877. j14

FOR SHANGHAI, WLAIVOSTOK AND NICOLAJEFSK.

The German Steamship "ATLANTA," PETERSEN, Master, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSEN & Co., Agents,  
Hongkong, July 7, 1877.

## Now Ready.

"THE CHINA REVIEW," No. 6, Vol. V.

Annual Subscription, Six Dollars and a Half.

Review of a Chinese Manuscript New Testament.

A Legend of the T'ang Dynasty.

Ethnological Sketches from the Dawn of History.

Brief Sketches from the Life of K'ung-ming, (Continued from page 319.)

The Tang Hou Chi, A Modern Chinese Novel.

Ancient Peking.

Notes on Chinese Grammar (Continued from page 283.)

Short Notices of New Books and Literary Intelligence.

Colloquies Bibliographical.

Notes and Queries.—Inheritance and "Patria Potestas" in China.

Tonic Sol-fa Notation in China.

Chinese Novels.

A Difficult Character.

Chinese Oculocorneal Enamel.

Russian Sinologists.

The Eight Genii.

The Flesh of Hare.

Seeds of Sorghum.

Aniseed Oil and Sandalwood.

Errata.

Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, July 7, 1877.

## SHIPPING.

## ARRIVALS.

July 6, Pearl, Brit. steamer, 705, Munk, Saigon June 2, General.—CHINESE.

July 6, B. Caldeu, British barque, 482, Walter Peterson, Saigon June 28, Rice.—ORDER.

July 7, Star of the North, British ship, 662, Thos. Hawken, Saigon June 25, Rice.—CHIN CHON WING.

July 7, Pineshire, British steamer, 1243, T. Thomas, Saigon July 2, General.—A. MACG. HEATON.

July 7, Enid, British barque, 495, John E. Brathwaite, London Feb. 22, General.—ARNOLD, KARBURG & Co.

July 7, Wahi, British steamer, 265, A. Hunter, Haiphong July 3, General.—LANDSTEIN & Co.

July 7, Atalanta, German steamer, 783, Petersen, Hamburg May 12, via ports of call, and Singapore June 30, General.—SIEMSEN & Co.

July 7, Angustury, German barque, 418, E. Boysen, Saigon June 30, Rice.—CARLOWITZ & Co.

July 7, Glamis Castle, British steamer, 1638, J. Greig, Saigon July 2, Rice.—ADAMSON, BELL & Co.

July 7, Yesso, British steamer, 560, Ashton, Fookchow July 3, Amoy 4, and Swatow 6, General.—DOUGLAS LAPRAIK & Co.

July 7, Lorne, British steamer, 1084, McCulloch, London May 13, via ports of call, and Singapore June 30, General.—JARDINE, MATHESON & Co.

July 7, Yungking, from Canton.

July 7, Elgin, British steamer, 900, Alex. B. Miller, Nagasaki June 30, General.—JARDINE, MATHESON & Co.

July 7, J. S. Stone, American barque, 710, John Weston, Jr., Newcastle (N.S.W.) May 9, Coal.—ORDER.

July 7, E. M. Young, British barque, 345, R. McKinnon, Newcastle (N.S.W.) May 6, Coal.—GILMAN & Co.

July 7, Escort, American barque, 638, Waterhouse, Newcastle (N.S.W.) May 9, Coal.—Wm. PUSTAU & Co.

DEPARTURES.

July 7, Norna, for Swatow.

7, Batavia, for Haiphong.

7, Hoogly, for Marcellles, &c.

## CLEARED.

Brown Brothers, for Puget Sound.

Piccola, for Whampoa.

Jacobins, for Newchwang.

Pearl, for Swatow.

Yungking, for Shanghai.

Dauphine, for Labuan.

Hieromimus, for Tientsin.

Beethoven, for Newchwang.

## PASSENGERS.

Per Yesso, from Coast Ports, Mrs. King, Messrs Morrison, Vincent, Laidlaw, Vandervort, and Le Brun, and 80 Chinese.

Per Elgin, from Nagasaki, Capt. and Mrs. Creagh, and 2 Natives.

Per James S. Stone, from Newcastle (N.S.W.), Miss Weston.

Per Pineshire, from Saigon, 24 Chinese.

Per Wahi, from Hoikow, 4 Chinese.

Per Pearl, from Saigon, 258 Chinese.

Per Atalanta, from Singapore, &c., 57 Chinese.

Per Glamis Castle, from Saigon, 20 Chinese.

Per Lorne, from Singapore, &c., 108 Chinese.

## DEPARTED.

Per Hoogly, for Saigon, Mr. Foudaven and 5 Chinese; for Singapore, Mr. John Forrest, and 2 Chinese; for Gale, Mr. Howe; for Marcellles, Bayd. Francisco Fernandez, Mr. Carvalho, Little Rosa, Mrs. A. Fournier and child.—From Shanghai for Saigon, Messrs Fromal Yvan, R. F. Monnier, and V. E. Chazier; for Marcellles, Mr. and Mrs. Thissen, Messrs J. L. Ruyter, H. B. Beer, and Th. Evans.

From Yokohama, for Saigon, Messrs Chaffey Augustus, Dillier, Leblin, Rebert,

and lo Prato; for Batavia, Dr. Ermerian for Marcellles, Mr. J. Oastler and child, Messrs O. Monghal, A. Verne, and F. Arnoux.

Per Norna, for Swatow, 200 Chinese.

Per Batavia, for Haiphong, 11 Chinese.

To DARA.

Per Pearl, for Swatow, 258 Chinese.

Per Yungking, for Shanghai, 100 Chinese.

Per Dauphine, for Labuan, 1 Chinese.

Per Beethoven, for Newchwang, 4 Chinese.

## SHIPPING REPORTS.

The British steamer Pineshire reports: Moderate winds and squally throughout. On 6th, passed Thingalla, bound south.

The British steamer Wahi reports: Fine weather to St. John's Point, hence to port squally with heavy rain. On the 6th July, spoke the S. S. *Yatung*, from Hongkong bound to Haiphong in Hainan Straits. German steamer *China* in Holhow.

The German steamer *Atalanta* reports: Light South-westerly winds and squally weather.

The British steamer *Glamis Castle* reports: Moderate and squally weather throughout.

The British steamer *Lorne* reports: Strong monsoon first 4 days, after passing Guardafui; afterwards moderate and fine weather. From Zulo Sapato light variable winds with passing showers.

The British steamer *Elgin* reports: Heavy gale from S.E. in Lat. 23.40 Long. 122.30 on the 3rd July. Spoke the ship *Leicester* on 4th July, from Hongkong bound to Japan, off North End of Formosa.

The American 3-masted schooner *Annis S. Hall* reports: Sailed from Ohefo June 17th, experienced light wind and calm and foggy weather, until we reached the Island of Pih Kih Shan Lat. 27.35 N., there got a fresh N.E. breeze, which carried us the Lamook Islands, when the wind shifted to the S.W. From Breaker Point to Hongkong had the winds from North round to South and very light. Came through the Lymoon Pass and anchored in the harbour of Hongkong at 10 p.m. July 6th.

The *Kemo* reports from Fookchow to Amoy fresh S.E. winds and cloudy weather; Amoy to Swatow strong S.E. winds increasing a gale towards midnight, with falling barometer and indications of a typhoon. Rear for Namoa Straits, where anchored till 4 a.m. of the 6th. On arriving at Swatow heavy weather had had weather, several ships dragging their anchors. Str. *Douglas* reported bad weather on arriving at 4 p.m. of the 5th, off Oupohi.

Steamer *Glenfalloch* arrived on the 6th, having on board several fishermen picked off floating wrecks. Swatow to Hongkong fresh winds and showers. Steamers in Fookchow: *Yking*, in Amoy; *Francis I.* in Swatow; *Glenfalloch* and *Chefoo*.

The British barque *Enid* reports: In Channel a succession of S.W. gales for 6 days, then had moderate N.E. trades, light winds on the Equator. Had to tack S.E. trades well to the eastward. Off Cape of Good Hope heavy weather, when washed away a portion of bulwarks and stove in boat. Fresh S.E. trades to Java Head. Then calms for 6 days, passed Anjer 17th June, 114 days out from Downs. Brisk S. and S.W. winds in China Seas. Heavy N.W. gale off Paracelles and thick rainy weather. Arrived 6th July off Green Island 158 days from London. Vessels spoken:—March 16, the ship *Bates* Family, from Liverpool bound to Calcutta, 8 days out, in Lat. 37.33 N. and Long. 18.37 W.; April 4, the ship *Cumberland*, from Liverpool bound to Bombay, 38 days out, in Lat. 5.1 S. and Long. 82.45 W.; April 6, the barque *Spirit of Dawn*, from London bound to Auckland, 32 days out, in Lat. 6.54 S. and Long. 84.24 W.; April 11, the barque *Invincible*, from London bound to Bombay, 38 days out, in Lat. 13.37 S. and Long. 82.24 W.; April 18, the *Henrich Pohlman*, from Bordeaux bound to Russia, 84 days out, in Lat. 11.41 S. and Long. 32.12 W.; April 14, the *Portia*, from London bound to Sydney, 36 days out, in Lat. 18.11 S. and Long. 80.49 W.

## CARGO.

Per S. S. *Hoogly* sailed 7th July, 1877:—For Continent, 80 bales Silk, 453 bales Cocoon, 64 bales Waste Silk, 7 cases Silk, 51 chests, 350 half chests, and 601 boxes Tea, and 415 pkgs. Sundries. For London, 104 bales Silk, 3 bales Waste Silk, 25 cases Brackets, 29 cases Silk, 30 cases Essential Oil, 1 case Treasure (\$29,800), 453 chests, 4,030 half chests, and 8,251 boxes Tea, and 184 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.

Per YUNGKING, at 9 a.m. To-morrow, the 8th inst.

For NICOAJEFSK.

Per Barque *FRIEDRICH PERTHES*, at 11.30 a.m., on Monday, the 9th inst.

For BANGKOK.

Per *DANUBE*, at 2.30 p.m., on Monday, the 9th inst.

For STRAITS SETTLEMENTS.

Per *THALES*, at 8.30 p.m., on Monday, the 9th inst.

For STRAITS SETTLEMENTS AND CALOUTTA.

Per *VENICE* and *ARRATON AP-CAK*, at 2.30 p.m., on Saturday, the 14th inst.

MAILS BY THE FRENCH PACKET.

The English Contract Packet *CATHAY* will be despatched with the Mails for Europe, &c., on SATURDAY, the 14th inst.

MAILS BY THE TORRES STRAITS PACKET.

The Contract Packet *CATHAY* will be despatched from Hongkong on SATURDAY, the 14th inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Koppell Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GAELIC* will be despatched on TUESDAY, the 17th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M. Registry of Letters closes.

2.30 P.M. Post-Office closes.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *ANADYR* will be despatched from Hongkong on SATURDAY, the 21st instant, with Mails to and through the United Kingdom and Europe, via Marcellles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

## General Memoranda.

TUESDAY, July 10:—

Noon.—Yesso leaves for Coast Ports.

THURSDAY, July 12:—

Transfer Books of H. C. & M. Steamboat Co. closed from this date till 26th instant, inclusive.

FRIDAY, July 13:—

Noon.—General Weekly Sale by Messrs Lams, Crawford & Co.

Goods per *Atalanta* undelivered after this date subject to rent.

Goods per *Lorne* undelivered after this date subject to rent.

SATURDAY, July 14:—

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Tenders for Building a Fire Engine House will be received by the Naval Storekeeper.

3 p.m.—*Arratoun* leaves for Singapore, Penang and Calcutta.

3 p.m.—*Venice* leaves for Singapore, Penang and Calcutta.

*Lotus* leaves for Yokohama on or about this date.

MONDAY, July 16:—

Transfer Books of the H. K. & C. Gas Co., Limited, closed from this date to 28th instant, inclusive.

TUESDAY, July 17:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

WEDNESDAY, July 25:—

3 p.m.—Meeting of Shareholders of the H. C. & M. Steamboat Co., Limited, at No. 50 A, Queen's Road.

## MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon. The Rev. E. Dayre, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m., Morning Prayer, &c.

UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 8.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Services in the German language, by Pastor R. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

## MEMOS. FOR MONDAY.

Shipping.

Notice of optional cargo per *Lorne* to be given before 10 a.m.

Goods per *Glenfalloch* undelivered after this date subject to rent.

Auction.

Noon.—Sale of American barkentine *Rosina*, on Board.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON &amp



admission being free as hitherto. The programme is as follows:—

- 1—Piano and Violin, Overture to "Don Juan."
- 2—Song, "Strangers yet."
- 3—Reading, "A black job."
- 4—Some remarks on the War between Russia and Turkey.
- 5—Trio, piano, violin and violoncello, Arrangement from Norma.
- 6—Song, "The birds will come again."
- 7—Violoncello solo, "Murmure du Rhône."
- 8—Song, in costume, "Les pompiers de Nanterre."

Hedra & Co.'s Weekly Shipping Report, Pagoda Anchorage 30th June, 1877:—  
Arrivals During the Week:—June 23, Gamma, from Sharp Peak; 23, Delta, from Sharp Peak; 23, Douglas, from Hongkong; 23, Han Kwang, from Shanghai; 27, Louisa, Put Back; 28, Europa, from Shanghai; 29, Yesso, from Hongkong; 29, Ling Feng, from Formosa.

Departures During the Week:—June 23, Gamma, for Sharp Peak; 23, Delta, for Sharp Peak; 23, Hadda, for Taiwan; 24, Pengu, for London; 24, Woolahra, for Shanghai; 24, Mosquito, for Tamsui; 25, Anna, for Melbourne; 25, Flours Castle, for London; 26, Douglas, for Hongkong; 27, Louisa, for Colonies; 27, Catharina, for Colonies; 28, Lydia, for Melbourne; 29, Carl Ludwig, for Dunedin; 29, Han Kwang, for Shanghai.

Shipping in Port:—Wm. Manson, Viking, Rhoda, Soudia, Gaston Auger, Irazu, Barbara Taylor, Louisa, Europe, Yesso, Ling Feng.

The following items are from the Straits Times:—

Yesterday afternoon (June 28th) an attempt, which happily failed, was made to pass some \$1,200 spurious dollars at the Chartered Mercantile Bank. It seems two Chinese women presented themselves and asked for a draft on Hongkong for the above amount, tendering the spurious coin in payment. The dollars looked quite right, but the practiced ear of the Sheriff at once detected a slight difference in the ring. Two hundred dollars were piled on the bank counter, and pronounced by the sheriff to be all bad. Upon hearing this, the women at once desisted in a hazy manner in which they came, before they could be seized, or rather perhaps before it was realized that they had deliberately attempted to pass forged dollars. It is satisfactory to be able to state that they were followed without delay, and that they were seized. They are now in custody with all the dollars, awaiting examination. The counterfeit coin consists of American Trade and Mexican dollars, and the imitation is simply perfect; in fact were it not for the "ring," detection would be almost impossible.

From Manila papers the following intelligence is translated in business inform us that they have noticed a remarkable scarcity of coin, and that it is more than probable that there will be a crisis shortly. They base this opinion upon what they have observed as to the exports and purchases made, and the necessity of settling accounts in coin, owing to which the importations of merchandise do not reach in value the figures representing the exportations. Perhaps it may prove expedient to solve as soon as possible the question of the silver actually in circulation, and to permit afterwards the importation and free quotations of every other coined metal, to ward off a crisis which according to persons who look forward threatens us very seriously.

Counterfeit Mexican dollars were circulating at Manila. They are lighter, rougher, and more coarsely made than the genuine article.

The following is the concluding portion of the account given of the execution of the six gang robbers at Djokja, in Java, and affords some notion of native ideas on the subject:—  
"At half past ten o'clock, the bodies were taken down and laid on the so called *tandu* and carried to *pendopo* in front of the *alun alun* where the medical officer present examined them. They were then taken up and brought to the river Winongo. On the opposite side of that river there is what is called in Holland the *gallows field*. Having come to the river the bodies were laid down, but all of them were claimed by family relatives and received by them, after paying 2.50 guilders, and conveyed to the river to be washed, during which operation the white clothing and the ropes with which the hanged persons had been bound were thrown into the stream, with a certain aversion, and carried away by it. This aversion was also shared in by all the bystanders. Only one beggar went to the first dam to pick them up there, and another person named Singio Yudho, a peckmarked man, did not shrink from tying together a large bundle of these clothes and carrying them home—a proceeding which was greatly condemned by the onlookers. After the washing in the river, the blood relations wished to convey the corpse of Tondorejo homewards under an umbrella. The officers of justice, however, withstood this, because not the least honour should be shown to a *castaway*. We hear, however, that the corpse of Tondorejo was conveyed to Tegaldjo, where it will be buried with the usual Javanese ceremonies."—*Samarang Courant*, 6th June.

From Rho we are informed that lately during the burial there of a Chinaman a fight took place amongst those of his countrymen who were following him graveyards. That thereby much was taken away of the seriousness which is otherwise noticed on such ceremonies, is easy to be understood. The coffin was very coolly laid on the ground, and from 70 to 80 men (there were two couples) began to have a *seko*; 8 of the fighters were severely wounded and had to be carried to the hospital.

The *Pingai Gazette* of the 23rd instant, contains the following items:—  
On the 6th inst., there was launched from the premises of the Penang Wharf and Transit Co. a steam yacht, 83 feet long, 12 feet broad, and with 8 feet depth of hold. She was named "The Commissioner" by H. E. Chow Mun Samohai, Siamese Commissioner to Tongkah, for whom she was built in Port Glasgow by Messrs. Cunliffe and Dobson.

The disturbances at Tongkah are reported at an end without bloodshed, and the Siamese being in overwhelming force, and trade has been resumed.

#### Swatow.

July 4th, 1877.

On Monday last the 3 m. schooner *Lulu* was observed ashore below the new Fort, and Captain Stewart of the Chinese gun

boat *Chen-tai* sent away two boats' crews to his assistance, but fortunately their aid was not required, the vessel having been got off on the rising tide without any damage. Captain Stewart nevertheless deserves great praise for his kindness and prompt attention in offering assistance.

H. M. S. surveying vessel *Nassau* returned from her visit to Namoa on Saturday last, having found the *Glengyle* rock, and also verified the position of the *Times* rock. She left again yesterday morning for a survey down the Coast: F. believe she intends surveying from Chelang Point up to the Cape of Good Hope.

The steamer *Sea Gull* continues to run in and out of this place, but what she does and what success she has at the wreck of the *Japan* no one can find out. Captain Roberts keeps it all to himself.

July 5th, 1877.  
We experienced the effects of a typhoon, which from all appearance, must have been pretty heavy somewhere about the Bashi Channel, on Wednesday night the 4th. The wind was about N.E. and at 11 p.m. we had sudden squalls with rain, bar falling; during the night the wind veered round from N.E. and finished up at S.E. at 6 o'clock in the morning of the 5th, when the gusts were pretty heavy; no great damage was done, only a few tiles, vases, &c., blown away and a few cargo boats smashed up.

The *Glengyle* brings the first instalment of the Machinery for the Oriental Sugar Refinery.

Swatow, July 4, 1877.

Charters Effectuated.—German barque *Norma*, 3,000 piculs, hence to Tientsin, \$2,100 in full, 16 day days.

Arrivals.—June 28, Douglas from Coast Ports, Noma from Hongkong; 29, Sea Gull from wreck *Japan*; 30, *Nassau* from Amoy; July 1, *Nassau* from Hongkong; 2, *Amoy* from Shanghai; 8, *Choofoo* from Shanghai; Wm. Turner and *Hammonia* from Choofoo; 4, Paul Marie from Choofoo, Julie Reitz from Choofoo.

Departures.—June 28, Douglas and *How-sang* for Hongkong, *Condor* for Choofoo, *Princess Seraphi* for Bangkok; 29, Tekli for Tientsin, Tientsin for Shanghai; 30, Lulu for Foochow; July 2, *Hoohing* for Shanghai, Noma for Coast Ports, Noma for Hongkong; 3, Sea Gull for wreck *Japan*, *Nassau* for Cruise, Amoy for Hongkong, Mary Blair for Foochow, Caroline for Takao.

Shipping in Harbour.—Steamer: Choofoo. Men-of-war: H.I.C.M.S. *Chento*. Sailing Vessels: Wm. Turner, Jessie McDonald, Norma, Peter, Hammonia, Frohlich, Esperanza, Paul Marie, and Julie Reitz.

#### Police Intelligence.

(Before Charles May, Esq.)  
July 7, 1877.

#### A DRUNKEN CELESTIAL.

How Afat, a coolie, was discovered by P. C. 698 in a chair in a drunken state, bleeding from several cuts on the head. The P. C. had him removed to the Station. Chair-coolies No. 381 stated that he was carrying his chair along the Parade Ground when he was stopped by a Sikh Constable who asked him to remove the defendant away, who was lying on the road-side drunk and bleeding from several cuts. The coolies had not carried them far when they were met by the complaining Constable, No. 693. The defendant said he was drunk and did not know what he was about. He did not know how his head came to be cut. Ordered to pay 30 cents for chair-hire.

#### LABOUR.

Cheung Atui and Low Assam, coal-coolies, were charged with stealing from on board the British barque *Benelux*. Mr. John Thompson, chief officer on board, stated that the vessel had a cargo of coal, and was engaged a number of coolies to discharge her. About 5 p.m. on the 6th, when the coolies left off work, he saw the 2nd defendant throw a plank into the lighter alongside. He looked over the rail and saw a bag in the lighter. He told the carpenter to go on board to get what the bag contained, when a block was pulled out. It belonged to the ship. The 2nd defendant had at that time an oil-skin coat in his hand and the complainant went on board to see about it. As he was looking for the 2nd defendant, the 1st defendant jumped overboard. Mr. Thompson ordered a boat to be manned and he then swam back. The 2nd defendant charged the 1st with having given him the things to take care of for him. Both were then given into custody. The 1st admitted that he gave the block and bag to the charge of the 2nd, but he knew nothing of the oil-skin. The 2nd said the 1st defendant asked him to look after the things for him for a short time. The Magistrate sent both to 21 days' hard labour.

#### AN OLD THIEF.

Low Ashing, a coolie, was charged with stealing an umbrella from a house. The defendant tried to make out that the umbrella had conveniently fallen into his hands as he entered the house, but his antecedents proved him to have belonged to the light-fingered fraternity, for he had been so less than three times in gaol for petty thefts. The defendant was now sent to six months' hard labour.

RETURNING FROM DEPORTATION.  
Chun Cheung, a coolie, was arrested for having returned to the Colony after deportation. He said he came here to look for his mother, but could not find her. Three months' hard labour.

ANOTHER DRUNKEN CELESTIAL.  
Choi Atuk, a seaman, was charged with being drunk at West Point. He was making a noise, and when told by a District Watchman to desist, he gave him a slap on the face. A Lokong came to the help of the Watchman, but the defendant resisted. Fined \$2.

#### ASSAULT.

Mr. V. F. Xavier, residing at No. 52 and 54 Third Street, appeared to answer the charge of assaulting a Chinaman. The complainant stated that on the 6th he was carrying a heavy bundle of silk on his shoulder, when the front coolie of the defendant's chair knocked against him. The complainant told him to be careful, and went on, but the hind coolie kicked him and he remonstrated with him. The defendant then came out of his chair and struck him a violent blow on the eye. The defendant said he believed the complainant struck the hind coolie, the chair was let down, so he came out of it. The complainant called out "Tah," and said he did not care for any foreigners. The defendant

therefore struck him. The hind coolie was called, but he said the complainant did not call out "Tah," it was the by-standers who did so. Fined \$2.

#### SUPREME COURT.

IN ADMIRALTY.  
(Before His Lordship Chief Justice Sir JOHN SHAFF.)  
7th July, 1877.

#### IN THE MATTER OF THE "ROSINA."

This was a motion for the refund of a sum of money which had been paid into Court by mistake, under an order of the Court, by Messrs. Arnold, Karberg & Co., on behalf of Messrs. C. F. Stokes & Co., of Newcastle, N.S.W., the charterers of the American barque *Rosina*.

Mr. Kingsmill, instructed by Mr. Breerton, appeared in support of the motion, and the Attorney General, the Hon. G. Philipps, instructed by Messrs. Sharp, Toller and Johnson, appeared for Messrs. Adams, Bell & Co., the agents for the holder of the bottomry bond, Mr. Proll at Melbourne.

It appeared from the affidavits filed that by the terms of the charter-party, the barque was to go from Melbourne to Newcastle, N.S.W., to take in a cargo of coals for Hongkong at 18/6 per ton, and that the whole cargo consisted of about 4500 tons more or less. One clause in the charter-party was to the effect that the charterers' agents were authorised to advance money on account of the charterers, to the extent of not more than £200 for the disbursements of the ship. When at Newcastle advances to the extent of £341.1.4 were made for the disbursements of the vessel, which then sailed for Hongkong. On arrival here, she was consigned to Messrs. Arnold, Karberg & Co., who received the freight, which amounted to £451.17.6 or \$2,098.85. Shortly after this, a warrant was served on Messrs. Arnold, Karberg & Co., requiring them to pay the money into Court. The firm complied with this order and paid the whole amount in, less \$100 paid to Capt. Hansen. It was then discovered that an advance of £341.1.4 had been made on account of the ship, and that this sum had not been deducted from the amount of the freight when it was paid into Court.

Mr. Kingsmill urged that this money was paid into Court by mistake and should have been refunded to the firm to the extent of £341.1.4. This was a Court, he said, where equitable principles held sway, and in equity any money so paid in by mistake should be refunded. But apart from that, any money wrongly paid should be refunded, even according to the most stringent application of Common Law.

The Attorney General said his contention was that the money was properly paid into Court, and that the whole amount of the freight was properly attachable by the agents for the bond-holder. The fact whether or not Messrs. Arnold, Karberg & Co., knew of the advance of the £341.1.4 to the vessel for disbursements would not affect the question. Messrs. Arnold, Karberg & Co., had the Charter-party in their hands, and according to its terms, no advance could be made for a greater sum than £200. In the first place the charterers' agents should not have advanced more than £200; and in the second place any advances so made should not be deducted from the freight, because the Captain had, according to the conditions of the charter-party, drawn upon himself by a bill of exchange, payable at 30 days' sight at Hongkong, and there was to have been an endorsement of this draft on the bills of lading sent to the consignees, but there was no such endorsement on the bill of lading.

The Court then asked Mr. Kingsmill to address himself on the point of the excessive advance over the £200, for it seemed there was no authority for advancing any money over that amount.

Mr. Kingsmill then cited cases to support his point of refunding money paid in by mistake, and observed that in regard to the excessive advance, it was to the benefit of the bond-holder if the vessel had from lack of fund been unable to make the necessary disbursements, such as the paying of harbour dues, so as to leave the harbour, the bond-holder would have suffered. As to the non-endorsement on the bill of lading, it was an act of forgetfulness, and he quoted cases to shew the remedy for forgetfulness, and with regard to the amount advanced in excess of £200, it was in the nature of a second bottomry bond.

The Attorney General then replied. He said he never heard of advances for ship's disbursements standing in the position of a bottomry bond. The question here was really whether the advance made had priority over a bottomry bond. He contended that it had not, and the Captain had made himself responsible for the advance. If there was a sufficiency of money, of course the payment for the advance could be made to the firm. He would contend that in the first place they had no right to deduct more than £200; and in the second, they had no right to deduct anything from the freight at all. Under ordinary circumstances, advances for ship's disbursements could be deducted from the freight, but Mr. Stokes had made a different arrangement whereby the Captain signed a bill of exchange against himself, payable at Hongkong at 30 days' sight. This draft was presented to Captain Hansen through the Chartered Mercantile Bank, and was accepted by him. After this acceptance, Messrs. Arnold, Karberg & Co. paid the amount of the freight into Court. Mr. Stokes had contracted himself out of the deduction he was entitled to, by the arrangement he made. These arrangements were never carried out, the draft having been dishonoured at maturity. As to the cases Mr. Kingsmill cited in regard to payments of money by mistake, they did not apply because the money was paid in by process of the Court, and had it been a simple case of payment by mistake, he would not have been here to contest the point. The Attorney General then cited a number of cases in support of his argument. In the end he repeated that by the arrangement Mr. Stokes had made with the Captain, the advance for the ship's disbursements was not chargeable to the freight, and that the remedy was to sue the ship or the owner through the Captain.

Captain Hansen was then called to support the facts of the case.  
The Court was then adjourned till Monday next.

#### CORRESPONDENCE.

THE MISSIONARY CONFERENCE.  
To the Editor of the "CHINA MAIL."

FOOCHOW, June 29, 1877.  
Sir,—The letter of Rev. John Chalmers, in your issue of June 18, has just come under my notice. I do not understand of

what ground it can be said that the Conference was not "General." It was not universal, because it failed to have the presence of Mr. Chalmers; but it was general, inasmuch as it had a fair representation of nearly all the Societies engaged in Mission work in China. There is no probability that the "leading" man referred to by Mr. Chalmers returned to his original opinion. There were several persons present who had at first disapproved of the Conference; but all were glad to testify of the great value of its deliberations.

In regard to the paper of Dr. Legge, it needs to be distinctly said that there was a definite understanding that the "Term Question" should not be introduced, nor by papers prepared by the Committee appointed on that subject; and nearly every person who went to the Conference went with a clear understanding that the Term Question was not to be discussed there. It was therefore a great surprise when on the second day, the question was precipitated upon the Conference in Dr. Legge's paper on Confucianism. Dr. Legge was not blamed in the matter, as no one supposed that he knew of this understanding; for had he known it, it is inconsistent with his well-known character that he should thus introduce the question. When it was thus introduced, some of us favored its publication entire, with the privilege to those who differed from Dr. Legge's view, to publish their own views in a separate paper. When we found that this would not be satisfactory to them, we were willing to omit the paper entirely, rather than allow any disruption of good feeling among the members of the Conference to arise from what was really, however unintentionally, a violation of the understanding under which the Conference assembled. Dr. Legge is too large-souled a man to "regret that he did not demur" to the Conference, on account of the "false of his paper," under the circumstances.

It may be almost incredible; but a very large number of missionaries have understood all along that Mr. Chalmers "never had anything whatever to do" with the Conference, and "never consented to write any paper for it," and yet they had the temerity to favor the Conference, and to participate in its proceedings. It probably was not so generally known that he "even refused to subscribe for a copy of the record of its proceedings;" but now that the fact is known, it will probably awaken some other sentiment than that of regret that the Conference was held.

It was very cruel and inconsiderate for the Conference to assemble and go on with its proceedings, in spite of the fact that Mr. Chalmers had written to some of his friends, "begging them to stop the whole affair;" but it shows either that the friends in question did not yield to his desire, which will give them credit for good sense, or that they were powerless to "stop the affair." The proposition that "the discussion of any important question affecting the Missionary work would do harm" is most unwarrantable, is by no means complimentary to the missionary body, and is opposed to the facts in the case, as testified to by the participants in the Conference, and by the representatives of the secular press. "Young men," as a general thing, instead of getting up "to proclaim or endorse crude and erroneous opinions, and thus become committed to them for life," arose but seldom, and when they did more generally to elicit information from older missionaries on points of importance, than for any other purpose. The speaking was mostly by missionaries of from 12 to 30 years' experience in the work. Drs. Edkins, Talmage, Yates, Douglas, Williamson, and Messrs. Muirhead, John, Mater, and men of like stamp, were prominent speakers. The Society to which Mr. Chalmers belongs was largely represented, as were all the leading Societies.

It seems to be the failing of some other wise excellent men, to think that nothing should be undertaken to which they are opposed, and to resist obstinately, in case no good in anything to which they have taken exception.

The number of missionaries who sympathize with the views of Mr. Chalmers is exceedingly small; and the general feeling is one of congratulation on the great success of the Conference, and of desire to possess as soon as possible the printed record of its proceedings.

Yours very truly,

S. L. BALDWIN.

#### China.

(Herald, June 28th.)

The sum total raised by the Foreign Community of this port, in aid of sufferers by the late inundation, amounts to \$2,618. A distinct shock of earthquake was felt in the Foreign Settlement this afternoon, at about 2.15 o'clock. It lasted about 30 seconds. Doubtless it was the tail-end of a serious convulsion in Formosa, Japan, or the Philippines.

As the Danish schooner *Louisa* was passing down the river yesterday, on her way to sea, she got on shore in the Min-nan Pass. With the aid, however, of the S. S. *Taiwan* she was ultimately floated, and towed back to the Pagoda Anchorage. We understand that the cargo is uninsured.

From Peking we learn that the literary degree of *Chung Yuen*, the highest in the Empire—has just been conferred on a native of this province. This intelligence is welcomed by the people of Fokien as a happy omen, confirming an old local superstition that public calamities, such as famine, fire, and flood, if followed by the above joyful event, will be succeeded by an era of undiminished prosperity in the province. To which we can only add a devout Amen.

Our correspondent "N. Ostrebo" writes to us this week on the subject of berthing foreign vessels at Pagoda Anchorage. He points out that is unquestionably correct, viz.—that general inconvenience and occasional loss is experienced in the equipment and discharge of cargo at the lower anchorage. If the lighter draught vessels and passenger steamers could be brought up to the old ground off Mami, it would doubtless, to a certain extent, facilitate the shipping business of the port, but as regards the larger craft, it seems to be at present a clear case of "Hobson's choice."

An occasional correspondent sends us from Pagoda Anchorage the following account of a robbery on board the British schooner *Barbara Taylor*:—  
"One day last week Mr. Pilot Simonsen piloted the British schooner *Barbara Taylor* from Sea to Sharp Peak. During the time he was on board he had occasion to change his clothes, and in doing so, hung his coat and waistcoat up in the state room, his gold watch and chain being in the pocket of the vest. When he arrived at Sharp

Peak he left the schooner in a hurry, and a Chinese Pilot brought the vessel to the Anchorage. After getting on board his own boat, Mr. Simonsen found he had forgotten his vest, with the watch and chain; he accordingly wrote a note to the Captain of the schooner, telling him of the fact; and came to the Anchorage as soon as he could to make enquiries for it, when he found that the watch, chain, and vest had been stolen by some person on board. He made application to the British Vice Consul, who granted a search warrant. The Consul constable, Sergeant-Mullins, and two Chinese policemen went on board, and the watch and chain were found by Sergeant-Mullins—seven up in the Chinese steward's pillow. The accused was taken before H. B. M. S. Vice Consul, and remanded."

Tea.—Large settlements of Congou, aggregating about 50,000 chests, at from Tls. 7 a 94 per picul (short) have been reported since date of our last issue. Prices have ruled somewhat irregularly, but common descriptions are decidedly cheaper, say Tls. 1 a 14 per picul. Medium to Good Medium kinds are in most request, at from Tls. 20 a 28 per picul (short). A considerable business in Sonchong has taken place, at prices which, compared with last season's rates, are fully Tls. 2 per picul higher. The S.S. *Flores Castle* and *Penguin* have sailed for London.

Total arrivals of Congou.....	320,700 chests.
" settlements .....	259,966 "
Stock, .....	60,734 chests.
Total arrivals of Oolong.....	16,000 1/2 chests.
" settlements .....	4,792 "
Stock, .....	11,208 1/2 chests.
Total arrivals of Scented Tea 31,600 boxes.	
" settlements .....	26,808 "
Stock, .....	5,297 boxes.
Total arrivals of Sonchong 20,170 chests.	
" settlements .....	10,476 "
Stock, .....	9,694 chests.
Total arrivals of Flowery Pekos 2,500 chests.	
" settlements .....	1,428 "
Stock, .....	1,072 chests.

Tea Export.—To Great Britain—18,391,796 lbs. To Australia—3,832,811 lbs.

Opium.—A fair enquiry for Malwa, at quotations.

Lead.—Rather more enquiry in barter transactions.

Freight.—To London, per steamer, £3.10. To Australia, per steamer, £3.

Vessels Loading.—For London.—Steamers—*Viking*, and *Scindia*.

For Australia and New Zealand.—*Carl Ludwig*, *Rhoda*, *Wm. Manson*, *Gaston Auger*, *Irazu*, *Lydia*, and *Barbara Taylor*, (sailing vessels) and S.S. *Ocean*.

Vessels expected to load.—For Australia, *Alce Mary*, and *Hongkong*.

Exchange.—A very moderate amount of business in sterling mercantile paper, has taken place, at quotations, which are firmly maintained, with an upward tendency. The transactions in Hongkong paper are unimportant. The Banks were drawing on Shanghai by to-day's steamer at 7 1/4 a 7 1/2—at which it was expected they would do about the equivalent of a lao and a half of dollars.

#### THE PORT OF GIBRALTAR.

(Mitchell's Maritime Register.)

In the House of Commons, last Friday night, Mr. Hubbard directed attention to the alarm created at Gibraltar touching the privileges of the Port, and Mr. Lowther stated that the Manchester Chamber of Commerce should have an opportunity of making known their views before the changes were finally decided upon. Steamship Owners ought to make themselves acquainted with the proposed Ordinance about to be issued by Her Majesty's Government for depriving Gibraltar of its privileges as a free Port. It is necessary that the full purport and effect of the new law should be thoroughly understood, and we, therefore, reproduce the first two clauses in the draft copy sent out to Gibraltar by the Colonial Secretary, which run as follows:—

"1. The proposed Ordinance will contain provisions for regulating the Customs, Trade, and Navigation of the Port and Waters of Gibraltar, and to enable Her Majesty's Government to obtain an account of all goods imported into or exported from the Port."

"2. To secure these objects, Masters of vessels will, on arrival, be required to report their ships and cargo, and, before shipping cargo, will be required to enter the same outwards, and clear their vessels before leaving the Port."

None of these formalities have ever been required since the British flag has flown over the fortress, and the change is to be effected, not so much, as alleged, to enable the Government in England to know what goods may be imported or exported, but to assist the Spanish authorities to put a stop to smuggling. The area of Gibraltar is only one and seven-eighths of a mile in extent, and there need not be any great difficulty in the Revenue Officers of Spain preventing the introduction of smuggled goods across the frontier of such a small territory into the adjacent country. The population of Gibraltar numbers 16,484, and of these 1,700 are employed in the manufacture of tobacco. In making boxes for it, in carting, warehousing, and shipping the tobacco, many of the inhabitants obtain their means of existence, and the interference with such a trade must be fraught with injustice to those whose capital has been embarked in it. The prosperity of Gibraltar has enhanced the value of land within twenty or thirty miles, and Signor F. M. Montero, an influential resident at San Roque, and formerly a National representative of the district in the Madrid Assembly, shews most conclusively that the free trade policy long acted upon at Gibraltar has enriched Spain, and in an exhaustive letter on the subject he asks:—

"Is not Spain indebted to the prosperity of Gibraltar for the growth of the Lines, but a very small village yesterday, and now a large and fine town covered by pretty and costly houses? Has not Campano been enriched and improved also? All this, then, has been gained by us. On the other hand, if Gibraltar is reduced to the condition simply of a fortress, what is to become of Algeciras, which is vivified by the receipts from the fair that is annually held there? What of San Roque, which is similarly situated? What of the other towns that would share its downfall?" According to Signor Montero, and the statements of other bystanders, the locality of Gibraltar owes much of its enha-

ced value to the fact that there has hitherto been no hindrance to vessels calling and departing through having to undergo Custom-house formalities. The British vessels entered and cleared in 1874, exclusive of the Coasting Trade, amounted to 3,348,071 tons, and the foreign vessels to 884,078 tons. No return is made of the quantity and value of the imports and exports, but a large mercantile trade is conducted by Gibraltar firms in consequence of the establishment of depots, and the facilities existing for the transport of goods to the Black Sea, and the Mediterranean Ports and by the Suez Canal to India, China, and Australia. Nearly 5,000 tons of tobacco are brought annually from Calcutta by the steamers of the Peninsular and Oriental Company, and when the restrictions are put in force as to the landing of goods, a question will arise as to whether ships can remain in the bay until the entries are made, and the clearances outwards are made.

Whatever special advantages are conceded to the Mail Packet Company will be claimed by other Shipowners; and, therefore, a joint representation should be made by the Shipping Associations in the United Kingdom, for the Custom-house formalities will occasion the expense of agencies, besides the loss of time, and the law will apply to the Owners of all ships touching at the Port, whether sailing or steam. The Shipping Interest should co-operate with the Merchants and Owners of vessels at Gibraltar, and endeavour by joint action to uphold the freedom of a Port of call situated on the road to and from the United Kingdom and the East. It has become an established formula of the jurisprudence of the Common Law, says Judge Story, that no nation will regard or enforce the Revenue Laws of any other country, and that the contracts of its own subjects, made to evade or defraud the laws or just rights of foreign nations, may be enforced in its own tribunals. He mentions also the case of a Frenchman who instituted a suit in England, and recovered the value of goods which had been forfeited to the Crown for a violation of the law. If a French Merchant purchases goods in the United Kingdom it is no business of the seller to know what he is going to do with them, for, as Wheaton holds, it is not the practice of nations to undertake to prohibit their own subjects from trading in articles, even though they be contraband of war. The trader must run the risk of the loss of his own goods, as, also, the punishment resulting therefrom, if detection takes place within foreign jurisdiction. The Duke of Newcastle, in a despatch of the 16th of January, 1864, admitted that the Merchants of Gibraltar had an indisputable right to deal with their goods as best suited them; and, as to moral obligations, he, as Colonial Secretary, could not entertain them. His Grace said that he could not prevent the Spanish Government from establishing a Custom-house office on its own side of the neutral ground, but he was not anxious that such a measure, "or indeed any measure except that of lowering duties, would prove an effective remedy against smuggling." Tobacco and spirits, on which high duties are levied in the United Kingdom, are smuggled into this country, and thousands of Coastguardmen are engaged in watching the movements of boats; and all ships from foreign Ports have Custom-house Officers placed on board of them. Her Majesty has not applied to the King of Spain to solicit him to protect the British revenue, and the Spaniards ought to be able to put a stop to the running of cargoes without seeking to abolish the one free Port in Southern Europe.

#### Quotations.

HONGKONG, July 7, 1877.

OPIMUM.—New Patna, cash.....	567½



## Portfolio.

## THE SINGER'S PRIZE.

The tall house lowers grimly,  
Deformed by smoke and rain;  
And the bleared sunshine dimly  
Blinks on the window pane.

Though sore and numb her fingers,  
And slowly fades the light,  
The girl nor rests nor lingers,  
But sows from morn till night.

Her bright young face is sunken,  
And falls her gentle breath;  
Her fair young form is shrunken,  
To fit the robes of death.

And all think of the woodland shadows  
That she has never seen;  
Of the wonder of song in the meadows,  
When all the world is green.

But now the close lips quiver,  
The nimble hands are slow—  
The voice the dreams of ever  
Rings in the room below.

The maid young poet is singing,  
With will a crust to eat;  
But a fountain of light is springing  
Up from the narrow street.

And whether he sings in sorrow,  
Or whether he sings in glee,  
He hopes that the world to-morrow  
Will list to his melody.

And I think though his heart were burning  
With words no man e'er said,  
The world would be turning and turning  
If to-morrow he were dead.

Only, both late and early,  
The girl, as maidens will,  
Dreams when the voice comes clearly  
Up to her window sill.

A brave face has she found him,  
A manly frank and gay,  
And long ago has crowned him  
With myrtle wreath or bay.

So whether in gloe or sadness  
He sings, he has the prize,  
When he brings the light or gladness  
To a dying maiden's eyes.

—Blackwood's Magazine.

## AN INDIAN GRAVEYARD.

(Friend of India.)

Did the reader ever contemplate a graveyard in India, or in any distant country—a place in which are deposited the mortal remains of fellow-countrymen who have passed away in a foreign clime and under a strange heaven? If it has never been his lot to do so, let us introduce him to one which may serve as a specimen of all. What strange thoughts does the sight of that little strange place, as the old Greeks would have called it, awaken in our minds? Dull would he be of soul who could pass by it without having his being affected by the keenest feelings. First there comes the thought of desolation, and pity for those who died far from friends, with no one to close their dying eyes, and whose dear ones at home lament them as having gone out of sight, and they know it not. Then may come the thoughts that death is common to all, and that to the dead it can be of little moment where their bones are laid. No care can touch them now. The burning sun can scorch them no more by day, nor the dew of heaven fall upon them by night. They are gone for ever, and who would weep over that which has happened to them? Then may arise feelings of a more complex kind, a sort of envy for those who sleep beneath the lowly tomb, as having escaped from the burden of this unrelenting world, and sleeping peacefully with none to wake them. And as we look at the tombs and read the names engraved on each, we are carried back to the time when those whose bones now rest under the sod were alive and units in the race of life: we live again with them, and conjure up passages in the lives of each. And at last the feeling which prevails is one of strong human sympathy and fellow-feeling for those who have gone to rest. Here is the tomb of one who was Magistrate of the place, and by his side lies another who for years held high office there. Fellow-workers in life, they share now the same repose; while around them are the graves of others who like them have died in the land of strangers. Here, too, is the grave of a ruler who was stricken down by illness some eighteen years ago, and a few simple words record that he died of cholera while passing through this place on his way to the hills.

The strong man who had lived and worked, and was on his way to seek health in a cooler place, fell beneath the hand of a deadly foe, who spares neither high nor low, neither the strong man nor the weakling. What must have been the feelings and the doings at his death—the grief of his relations, if any such were with him, or their bitter remorse, if absent; the secret joy of his enemies, and the intrigues of those who hoped for advancement by his death, which had thus happened beyond their expectation; the paragraphs that without doubt were written on his death in every Indian journal; and the panegyrics in the reverse composed on the man and his work! All these we know happened, and all these that lowly tomb now suggests. And what are our thoughts awakened by the legend? We reflect that a man who had lived a life of work and effort, amid all the toll to which an Englishman in India is exposed; who had climbed to the topmost rung of the official ladder, was cut off at the age of forty-eight, without warning, at a time when looking forward to enjoy the fruits of his toil. Vain hope! no such reward, no such prize, was in store for him. Yet he did his work and served his country; and let us hope that he is not without his reward. Strange contrast between the brilliancy of his life and his humble resting-place.

All these lived and died, and their places know them no more! yet let us endeavour to go back in thought, and place ourselves among them while they were yet living and working. Ours may any day be the same fate as theirs; and in this one fact lies the chief bond of interest for all humanity—the knowledge and the consciousness that death is common to humanity, and that those who sleep beneath the sod are all in a manner our kindred. This is the strongest bond which forces the living to look with wistful feelings at the cemetery (sleeping place) of the departed. But in the case of the

graveyard of one's countrymen in a foreign land, these feelings are heightened a hundredfold. There the bonds that hold man to man are stronger in proportion as the community is smaller, and the isolation among strangers greater. The feeling of sympathy with the sleeping dead is stronger as we feel more nearly that they were our immediate predecessors, and that we are only treading in their steps. But for these reminders their work would affect us little; but in their presence we are affected by sympathy for the departed, and in the sight of these silent monuments we feel our own littleness brought home to us with power. In the midst of action we deem ourselves all-important; we imagine that we feel all space; and realize not that we are doing nothing more than what numbers of our fellow-countrymen did before and in all probability will do again when we have joined the ranks of those who are going before. In action, our thoughts are all on the present; in a graveyard our view widens, and we feel our kindred with the past and also with the future.

There indeed do we feel the frailty of humanity, and are stimulated by curiosity to pierce the veil, and rob the grave of its secret. There does the last and most beautiful feeling come over us—the sense of the repose of the dead. To those oppressed by the burden of life this is indeed sweet, to feel that when the battle is over there will be rest at last. The weary wanderer, the exhausted soldier, the storm-tossed mariner, ask alike the question,—"Is there rest?" "Yes, brother," that graveyard answers, "there is at last a rest for all"—a sleep that no unwelcome summons, no trumpet sound, no wind and tempest, shall break for evermore; and to those who, not having felt the burden of life, are entirely occupied with its pleasures, the monumental slabs stand forth as a solemn warning to remind them of what is in store for all.

## RULES FOR HEALTH.

"A sonny winks' nap" in a horizontal posture is the best preparative for any extraordinary exertion, either of body or mind. —Kitchiner.

These rules for health, according to Kitchiner, are the following:—"Keep your head cool and your feet warm; instead of employing medicine for every indisposition, rather fast a day; and while you attend to the body, never neglect the mind."

A book which directs people how to physio themselves ought to be entitled "Every Man his own Poisoner," because it cannot possibly teach them to discriminate between the resemblant symptoms of different diseases. —Southey.

The mental condition has far more influence on the bodily health than is generally supposed. To be physically well, one must, in general, be happy. The reverse, however, is not always the case; one may be happy and cheerful, and yet be a constant sufferer in body.

Take habit of breathing through the mouth while sleeping or waking is very hurtful. It should be overcome. At all times, except when eating, drinking, or speaking, keep the mouth firmly closed, and breathe through the nostrils. The nostrils are the proper breathing apparatus—not the mouth.

In an old Italian collection of stories there is one entitled "The Drawer of Teeth." It tells of a novel mode of proceeding. The tooth-drawer fastens one end of a long wire to the tusk that is to be pulled out, and the other to an ass. He then passes a red-hot iron before the nose of his patient, who, from the surprise, throws himself suddenly back; and by this jerk the tooth is extracted.

The following are six simple rules of health given by a sensible old author:

1. The quantity of most things is always more hurtful than the quality.
2. Take your meals at regular hours always. The human frame is capable of being changed from sickness to perfect health by a well-regulated system of diet.
3. Avoid everything—however agreeable to the palate—that from experience you find to disagree with you.
4. Abstain from all spirits and dram-drinking.
5. Where pure water does not disagree, value the privilege, and continue it.
6. Take plenty of bodily exercise.

## DR. LEGGE'S PAPER ON CONFUCIANISM.

(China Review.)  
Confucianism in relation to Christianity. A paper read before the Missionary Conference in Shanghai on May 11th 1877. By Rev. James Legge, D.D., LL.D., Professor of the Chinese Language and Literature in Oxford University, England, Formerly Missionary of the London Missionary Society, Hongkong, China. Shanghai, Kelly and Walsh, London, Trübner and Co., 1877.

The pamphlet before us is a brief but weighty letter, written by the Rev. Dr. Legge and addressed to the Members of the Missionary Conference lately held at Shanghai, in reply to a request addressed to him by the "Committee of Arrangements" to favour that Conference with his views on "Confucianism in relation to Christianity."

The following is a brief abstract of Dr. Legge's views as to the religious and moral teaching contained in the Confucian books in relation to Christianity, which we can summarize in the author's own words.

1. As to what the Confucian books contain about God. The *Ti* and *Shang-ti* of the Chinese Classics is God—our God—the true God. All the predicates of *Ti*, excepting as it is now used in the imperial style, are such as we can adopt in speaking of God. The name *Tien* (Heaven) is indeed constantly interchanged with *Ti*, but such a use of "Heaven" is not unexampled in the New Testament. As to the worship of God, the Confucian books do not take us back to a time when the religion of China was a pure monotheism. There has been in China, from time immemorial, along with the worship of God, a corrupt and depraving admixture of the worship of other beings, the worship of ancestors, of the departed great—the heroes and ages, of the powers in nature, and even of the dead. The early Chinese did not see in this anything inconsistent with their ideas of *Shang-ti* and the worship which the sovereign, as the father and high priest of the people, renders to Him. Observing however the marked difference which appears in the Confucian books between Him and all other objects of worship. We see from the prayer which an emperor of the Ming Dynasty in 1598 addressed to *Shang-ti* that the Emperor of China worships one God, and many other imaginary spiritual beings, who are under Him and inferior to Him, but who may act as the part of mediators between the worshippers and Him.

II. As to what the Confucian books contain about man. Man being the creature of Heaven or God, the goodness of human nature was assumed by Confucius, rather than distinctly enunciated. Mencius maintains the goodness of human nature, in the same way as Bishop Butler maintains it in his well-known sermons. "I do not say, however," that Mencius' teaching about human nature is complete, and in all respects correct. There is in it the contradiction of the actual man to the ideal, on which neither Confucius nor any Chinese thinker before or after him could throw light. It is for the Missionary to supplement Confucianism in this respect. Confucianism does not teach the immortality of man, but neither does it deny it. In this respect Confucianism is defective, but we cannot say that it is antagonistic to Christianity. As to the doctrine of a future retribution, the classical books have a heaven, but no hell, they teach that retribution works itself out in this life, if not in the person and fortunes of the individual himself, then in those of his descendants. But because Confucianism is so defective on the subject of retribution, it is, in this respect, not more antagonistic to Christianity than the greater portion at least of the Old Testament.

III. As to what the Confucian books contain about the moral duties and social relations of men. The teaching of Confucianism on human duty is wonderful and admirable. It is not perfect indeed. It does not start from love to God, it does not discountenance polygamy, a thing tolerated even in the Old Testament, but on letters, ethics, devotion of soul, and truthfulness, Confucius' utterances are in harmony with both the Law and the Gospel. What could be more excellent than the doctrine of the five virtues, or Mencius' lessons about benevolence and righteousness? When Confucius made the golden rule his own and repeatedly enunciated it, he did the greatest service to his country. Confucius failed to appreciate the sentiment that we ought to return good for evil, but what he did say about it indicated no mean sentiment.

IV. Conclusion. Confucianism in relation to Christianity is in many important points defective rather than antagonistic. Missionaries should endeavour not to exhibit themselves as antagonistic to Confucius and Confucianism. That his system of teaching is not complete, is only in harmony with the Divine plan in the communication of truth to mankind. We may regard Confucius himself as a man sent of God. Confucianism is not antagonistic to Christianity as Buddhism and Brahmanism are. It is not ethical like the former, nor pantheistic like the latter. Let no Missionary think any labour too great to make himself familiar with the Confucian books. The more they avoid driving their carriages rudely over the Master's grave, the more likely are they soon to see Jesus enthroned in the hearts of the people. So far Dr. Legge.

The Missionary Conference, before which Dr. Legge's letter was actually read, began in the spirit: they discussed this heterodox paper calmly; the opponents of Dr. Legge's views had little to say, and what they did say was not to the point. But the Missionary Conference ended in the flesh; at the closing meeting the opponents of Dr. Legge's views, having been secretly whipped up to attend in full force, mustered strongly, whereupon, to the shame of the Conference be it said, a vote was passed, without discussion, excluding Dr. Legge's paper from the records of the Conference, and, to the greater shame of the advocates of Dr. Legge's views, it said, not a man was among them to protest against a vote which was undeniably as a studied insult to Dr. Legge, and intolerant as an anathema of truths which no argument would have sufficed to refute. Truly has Dr. Legge said (p. 2), "the history of ecclesiastical Councils and Conferences in the past is not encouraging."

## FU-SANG, OR FAIRY LAND.

(China Review.)

Ueber das Land Fu-Sang.—Nach den alten chinesischen Berichten. Von E. Bretschneider, M.D. [On the country of Fu-Sang. According to the ancient Chinese accounts.]

In South German or rather in Suetonia every old woman loves to tell, and every child believes, for some time at least, the wonderful story of the *Schlaraffen-Land*, that far-off country, whose mountains are formed of delicious pancakes, whose rivers are filled with sugar-water, milk or honey, and whose gigantic trees are ever laden with the choicest apples and grapes and all the sweets of an everlasting Christmas tree, all the good things being constantly ready to drop into the mouth of any one who will but take the trouble to open it.

What the *Schlaraffen-Land* still is of the old women and young children of South Germany, *Fu-Sang* was to the Chinese for many centuries preceding our era, when the first rumours of the marvellous beauties of the Japan Island Sea reached China in an exaggerated form; when that mad-brained Emperor Chi Hwang Ti (B.C. 219) actually fitted out an expedition of young men and maidens to discover the three islands of the "gentle" on which was believed to grow the plant or tree of immortality and the sweet wine fountain of jade, a draught from which secures immortality; when Tung Fang So (B.C. 138) in his "Record of the ten Islands of the Ocean" told the story of a wonderful country, situated in the midst of the sea, 10,000 miles (4) in circumference, where there is a tree, more than 20,000 feet high, measuring as many feet all round the trunk from which two gigantic branches rise up supporting each other and therefore called *Fu-Sang*, and where the people have but to eat the fruit of this tree to become immortal, able to fly away with bodies changed into gold.

This beautiful Chinese romance, this faint echo perhaps of that old story concerning the Tree of Life in paradise, was first stripped of its bloom of ancient simplicity when the Buddhist monk Hui-Shen arrived in China (499 A.D.) and declared he had actually come from *Fu-Sang*! Nevertheless he had many wonderful things to tell about *Fu-Sang*, that empire 20,000 miles (4) to the East of China, where the King respects the colour of his robes by the Chinese order, dressing alternately two years in blue, the next two in red, then two years in yellow, then two in white, two in black, and so on; where people drive about in carriages drawn by horses, oxen or deer; where the horns of oxen (used as wine cups) are so large that one of them contains 200 pints; where the mulberry and pear trees are laden with fruit all the year through; where there are plenty of grapes; where gold and silver are so common as to be deemed of no value; where there are no taxes to pay, no tariffs to adhere to; where men have to woo their intended wives by sweeping the courtyard in front of their doors morning and evening, day by day, for a whole year; where women can

choose their own husbands; where no mourning is worn for the dead; and finally where Buddhist priests, come thither by way of Central Asia, with their idols and sacred books, are revered by the people! No wonder the story so well told in its thorough contrast to all inherited notions and customs of China was copied, therefore, in almost every book concerning foreign countries that was published in China. No wonder either that in these books, as for instance the Record of the Sui Dynasty (A.D. 580-618), the country of *Fu-Sang* is gradually with more and more clearness identified with a part of Japan, and as such lived for centuries after in the writings of Chinese poets and in the mouth of the people, being principally known as the country where the sun rises and where there are trees of extraordinary height.

Such is the origin and history of the story of the "Schlaraffen-Land" of the Chinese, an old fable that had a grain of truth to spring from, the sunshine of popular superstition and the fruitful rain of monkish imagination to nurture and ripen the seed into luxuriant wildness, but like all old fables, the fable of *Fu-Sang* also had its life, it lived and died, and nothing but its lifeless skeleton remained.

But lo, when the old women and children of China had outgrown any faith they once put in the fable of *Fu-Sang*, a race of so-called Sinologists arose, who took up the old fable in thorough good earnest, publishing it abroad as a true historical account of ancient Persia and Mexico, and borrowing each the other's plumes in order to exhibit themselves before the admiring credulous public of their respective countries in Europe and America as the discoverers of the wonderful fact(?) that America was discovered more than a thousand years before Columbus by a Chinese Buddhist monk!

It is scarcely possible to imagine that any one could be found to seriously believe such a story, but such is nevertheless the mad-brained theory in 1764 A.D. and although Klaproth clearly proved the utter futility of the whole story against it in 1841 A.D. the fable of *Fu-Sang* being a part of America, since which time *Echidna*, *Paraguay*, and *Lobosheid* took it up, spinning it out in their fool-hardy way, till at last Mr. Ch. G. Leland combined all the threads of his predecessors and produced a yarn which could scarcely tell to a marine, seriously publishing it in the form of a book entitled "The Fu-Sang or the Discovery of America by Chinese Buddhist Priests in the fifth century." London, Trübner & Co., 1875. This *Fu-Sang* evidence reached in the month of July when the Paris Congress of Orientalists was seriously asked to discuss, among other subjects, the discovery of America by the Chinese, and when stories of ancient Chinese idols, said to have been discovered in various parts of America, began to circulate through the public press.

The Rev. J. Goble, in a letter addressed to the *Japan Gazette* of October 16, 1875 (see *China Review*, vol. iv., p. 204), confirming what Dr. Bretschneider brought forward more than six years ago, in the pages of the *Missionary Recorder*, to expose the hollowness of all the arguments brought forward by Neumann and Leland, gave the real clue to unravel the whole tangled yarn concerning *Fu-Sang*. He found in ancient Japanese works a story of a gigantic tree called *Fu-Soo* in Japanese and *Fu-Sang* in Chinese. "This tree was said to have had a trunk several feet in diameter, its top reached to heaven and its sheltering branches covered the entire globe (all Japan). When this tree fell, then Fujiyama sprang up at the confluence."

But to Dr. Bretschneider is due, by the pamphlet now before us, the claim of having brought together all the available sources of information concerning the *Fu-Sang* fable. The pamphlet is a reprint from the *Journal of the German Asiatic Society of Japan* (Mittheilungen der Deutschen Gesellschaft für Natur und Völkerkunde Ost-Asiens, Yokohama, 1876). Dr. Bretschneider here, in his usual sober and painstaking way, supplies many new details concerning *Fu-Sang*, translating with great accuracy from Chinese texts, and as he states and discusses all the arguments hitherto brought forward by those on the other side, by Leland and others, any one desirous to look into the matter will find here all the materials that are required to come to a clear decision concerning this theory of the discovery of America being due to Chinese Buddhists in the fifth century.

There is about as much ground to ascribe the discovery of America to the South Germans as to the Chinese, for the leading ideas of the *Fu-Sang* fable are but those of the Suetonian *Schlaraffen-Land*.

## A NOTABLE VOYAGE.

TO THE EDITOR OF THE AUSTRALASIAN.  
Sir,—The discussion now going on in the English press about the outbreak of scurvy in the sailing parties of the late Arctic Expedition has led me to turn up a musty old journal, from which I have copied the record of a well-remembered voyage. It may prove interesting in these days of steam and clipper ships, when so little is known or known of that once dreaded disease. The year of 1845 was a stirring one in the history of the world. The *Expedition* of the *Arctic* and *Enterprise*, under the command of the Italian legend, the next in charge of the *Mosquito* fleet (so called from the ridiculously small size of the vessels of which it was composed) was sailing his first laurels, performing wonderful exploits with apparently inadequate means, and developing those high qualities which have since carried him so far. The combined fleets of England and France, under the gallant Captain Rothemann, of the *Gorgon*, were forcing the passage of the Parana, at Obligado, the brilliant action of which gained him his knighthood and promotion afterwards to a civil government (for which, I think, he was unfit), instead of employment in the Baltic thundering with his guns against the batteries of Cronstadt, for which he was eminently fit. Though I had the pleasure of frequently meeting at my host's table the leading men engaged in these operations, my business was not with them. I had more prosaic, though hardly less venturesome, work in hand.

Having previously made several voyages to Brazil, the enterprising firm I was then serving in Liverpool sent me in 1845 in charge of a fleet of vessels to seek for a payable deposit of Guano on the coast of Patagonia. I need not weary you with details, let it suffice to say that I searched chiefly in boats, nearly every mile of that dangerous coast down to 80deg. S. lat., near the Straits of Magellan. After many "hair-breadth escapes," and much privation, I found a payable deposit, and pitched my tent on a rocky island near Sea Bear's Bay (lat. 48deg. S. As soon as the fleet arrived

I got the crews landed, as well as a number of men whom I had engaged to work on shore; the ships, with their captains and caretakers on board, being safely moored in the bay at some distance. The following is the record:—

"I had a large number of men living in tents on shore, and as nothing in the way of greenstuff, except a few wild duck leaves, could be had on this wretched coast we lived wholly upon the salt fare usual on board ship, varied occasionally by a few of cornucopia, or other fishy birds, and penguin soup. At the end of three months I was horrified to find that a terrible enemy had appeared in camp, viz., scurvy. One after another the men were attacked—at first slightly, but by degrees more severely, till it spread so much as to cause me great anxiety, having no remedy at hand. After some weeks four died. I then saw that no time was to be lost, so I resolved to take all the sick to Monte Video, and bring back proper remedies. The only vessel then available was a large brig of 350 tons. Her crew had been reduced by sickness and death to eight. We took on board 16 sick, making 25 in all. It was most imprudent to have started with such a crew; but we hoped to run up to Monte Video in a week or so. The large after-cabin was fitted up as an hospital; the crew occupied the fore-cabin, while the captain, officers, and myself lived in a little house on deck. As the ship had been lying at anchor in a strong tide-way for months we could not weigh the anchors so much as to slip the cables and go to sea without them in a heavy gale, which lasted some days, and knocked up the weakly crew, and made the sick men worse. On the fourth day out our old black cook died, a few days after another man died, the mate and two of the crew had to go to hospital, and the rest were all complaining. The weather having become fine the captain and I agreed that our best course was to double reef the topsails and make the ship snug while we were able to do it, so everyone could crawl aloft lent a hand; but we were at the best part of the day over the job. On the tenth day out another man died, and two more of the crew gave up; then we had a heavy gale, which lasted three days, but although it was hard upon us who were left on deck the ship was safe, owing to her having been made snug in the fine weather. On the 14th day out we struck soundings; all the men became suddenly worse, and one of them died. Next day we made the land at the entrance of the River Plate, the situation again fine, but almost calm. Our vessel was now critical; we were obliged to keep close in to make our port, and yet should a pampero come on we would not only be unable to work the ship, but having no anchors, would be driven on shore. The men were all worse and despairing; five of them, in the last stage of the disease, might die any day, and there were only three of us left able to work, the fourth, who could not stand though he could sit, we kept at the galley fire making coffee all day long. We three were completely worn out, for after having our turn at the wheel for hours, we had then either to do some needful work about the decks, or take our turn below to attend upon the sick and dying men. The disease in the last stage is in most cases so disgusting that, what with the personal attendance upon the sick, the offensiveness of the smell, the trying to keep the place clean, and at the same time to keep up the spirits of the poor fellows when frightened by the death of another shipmate, sleep or rest was out of the question. Worse than all was seeing these fine men dropping off one by one, and knowing that a bucket of potatoes would save the life of every man of them, and yet that we could not get it. Our lives were strained all day watching for a sail. Three ships passed in sight, but too far off to signalize, at last one was seen astern, coming up with all studding sails set, but it was nearly calm we thought she would never reach us. When she came within distance we got the dingy out, and I pulled alongside. The captain would not allow me on board for fear of quarantine, but he promised to report our condition to the authorities and that we begged for help. I returned on board disheartened, and we all felt very low during the next two days. On the third morning after another poor fellow died, the barometer foretold the dreaded pampero, and the sick gave up hope. After breakfast, blowing fresh, a brig was seen a-head, and as she neared us she ran up the French flag; we answered, and she immediately squared away and bore down upon us. She proved to be a man-of-war, and we hoisted for her. When she came within hail the officer of the deck asked if we were the vessel reported in distress; on our replying, he immediately backed his main-yard, and in a few minutes her launch was over the side, full of men and with a large anchor in it. They brought it on board and stowed it for us, and bent the cable and left some men to help us to work the ship into harbour. He then made sail, but soon after we saw him heave to again and wait for us. When we came up he asked us if we would like a tow. Our captain was unwilling to trespass further on him, but knowing that a Frenchman would be rather pleased than otherwise to oblige us, and being desirous to put the safety of the sick beyond doubt, I got him to answer "yes." Immediately the same scene was repeated, his boat came alongside with a large cable, and when it was made fast he again made sail, this time with us in tow, the weather very threatening. When within a few miles of the port the pampero burst upon us, our friend ahead out the tow rope, but we were then in a position to weather the point, and in half an hour after we were safe in Monte Video. My feelings may be imagined after the horrors of the last eight days. I cannot describe them, but I know I will remember with lively gratitude for many a day H.M. brig of war *Tacique*, and the brave and kind gentleman who commanded her.

"After waiting two hours for the visit of the health officer the captain and I got impatient, broke pratique, and went on shore for some potatoes and oranges for the sick men—we were both fired heavily. Next morning our first visit was to the frigate *L'Africain* to thank the French admiral for his great kindness, but he told us the obligation was entirely on his part, for hadn't we given him an opportunity of helping those in distress, &c. We had every reason to be grateful, and the more so as we felt that an English man-of-war, under the same circumstances, would probably have made a claim for salvage against the ship and cargo.

"All the sick men were landed next day and taken to a house fitted up for them—five of them could hardly have lived another day. They were barely alive, and the only way we could feed them was by grating a raw potato and giving it to them with a quill. They all recovered, of course. "After such experience I may add a few words about scurvy, a disease which, in

former times, carried off thousands of seamen on long voyages. Happily it is rarely seen now, chiefly because voyages are shorter and food better, but also owing to the use of lime juice, which is an undoubted specific, although its compulsory use on board ship is much ridiculed by shipmasters, most of whom have never seen scurvy. Any green stuff, even tinned vegetables, will keep off or cure the disease, but raw potatoes or oranges are the best remedies. Nothing surprised me more than the difference in the time it took to kill the sick. They were all men in robust health when attacked, yet the progress of the disease appeared to depend entirely on their state of mind. If they became frightened, lost hope, or took to bed for want of heart, they were carried off in a few weeks, more or less, without a chance of recovery; while on the other hand, if they had no fear, and remained cheerful, they defied the disease for months. The shortest illness was between three and four weeks, that of a Norwegian who took to bed in despair the day he was attacked; the longest was between three and four months, that of the last man (Armstrong) who died. He was the first attacked, but he would never give in. Others were attacked long after him, and died, but nothing could depress his undaunted spirit. All the way up, though he was worse than any of the others, he was doing his best to cheer them, and I had great hopes of him till he sent me to tell me he could hold out no longer, and wanted to say 'good-bye.' I did all I could to keep up hope, but it was no use, and yet the poor fellow had borne up so bravely I thought he deserved to live, and I would have given all I had in the world for a breeze of only a few hours, but it did not come, and we had to throw him overboard the same evening. One more day, and he would have been saved. I may add that I afterwards observed the same ill effects of fear when nursing men ill of yellow fever and of cholera, and how hard it is to kill a man who believes he will recover."

"My voyage back to the coast in La Florida Marquitta was hardly less exciting. She was a small schooner of but 28 tons, built for the river trade only, and quite unfit to go to sea. I bought her as a lighter for the fleet in Sea Bear's Bay, but after my purchase I was disgusted to find that I could get no one to venture to take charge of her. Being foolishly in those days I decided to take her down myself against the remonstrances of my friends. The day after we left the barometer indicated a gale. I was in mortal funk, and had it not been for the fear of being laughed at in my turn I do believe I would have turned back, but I kept on. The gale was a very heavy one, with a mountainous sea running, but the little craft made good weather of it. Her motion was certainly lively, so much so that we could not stand, or even sit without holding on, but she shipped no water. Being flat bottomed she went as fast to windward as ahead when sailing by the wind, so I kept a good offing, and notwithstanding much bad weather and several mishaps, I made the passage in 17 days.

I stayed on the coast about six months afterwards, but having the remedy with me, I did not lose another man. I am entirely with the editor of the *Lancet* as against Admiral Richards (see *Argus* of 29th ult.), and I am quite sure that had lime juice been served out to the sailing parties of the late Arctic Expedition, scurvy would not have attacked them, and that the doleful story we have read of the sufferings and death of brave men on that occasion would never have been written.

Hawthorn. N. M.

A PHILADELPHIA correspondent who has recently taken up his abode in the city of brotherly love, sends us the following interesting account of Walt Whitman:—"When I first saw him he had one of his good spells on and looked better than I expected. I think his health is decidedly improving, and he himself is more sanguine about it. His *double ensemble* is strikingly Greek, both in mould of feature and of head—a grandly Homeric one. He dresses in perfect taste—an ample grey shirt, collar of the shirt quite open, so that the long fleecy beard falls on the chest. The poet's hands are finely formed, spiritual hands, with a giving glow, a magnetic glow. He is fond of children, and his way with them is charming; in this last respect he resembles Tennyson. Notwithstanding lameness, Mr. Whitman walks erectly, and, with the aid of a friend's arms, gets along fairly well—a quarter of a mile at a stretch. He is never tired of hearing about English friends."

A RATHER complicated case is coming on at Frankfurt-on-the-Oder. A lively young man was recently sent there by rail from Custrin, carefully shut up in a wooden cage. On the journey, however, he managed to break his prison, and devoured no less than 25 lbs. of German yeast, which happened to be in the same carriage. The condition of the misguided pig, when the yeast began to rise, may be imagined. He was quite unable to bear his suddenly-acquired greatness, and gave up the ghost in a multitude of sighs, which is quite explicable under the circumstances. But now the question is who is to pay the damage—for what? The railway company repudiates all responsibility. Is the owner of the carriage to proceed against the owner of the yeast for the loss of his boat, or is the ex-proprietor of the yeast to proceed against the owner of the pig for the loss of his merchandise? Eminent counsel hold that the claim of both parties lies against the constructor of the cage; but the builder contends that the cage was never calculated to withstand the frantic efforts of a pig stung into frenzy by the temptation of 25 lbs. of yeast placed under his very nose. We, for our part, should decidedly pronounce against the company. It is clearly a question of carriage, for which there is a well-known precedent in the case of the ferryman with the wolf, the goat, and the cabbage, who so satisfactorily solved the problem of carrying antagonistic elements. With this celebrated case before us, we are not inclined to think much of German railway companies. —*Examiner*.

"BARKLEY, Sept. 1868.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Morton's Camomile Pills.' I applied to your agent Mr. Bell, Barkley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted. —I am, Sir, yours truly, HENRY ALLEN. —To the Proprietors of MORTON'S CAMOMILE PILLS."—*Aug 19/77*.







## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>						
Arratoon Apear	Brit. str.	1392	July	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	14th, 3 p.m.
Atalanta	Ger. str.	783	July	Stensen & Co.	Shanghai, &c.	9th inst.
Danube	Brit. str.	560	July	Yuen Fat Hong	Bangkok	MoD's Slip
Elgin	Brit. str.	900	July	Jardine, Matheson & Co.		
Emu	Span. str.	222	June	Remedios & Co.		
Fernow	Brit. str.	700	July	4 Chinese		
Flutshre	Brit. str.	1243	July	A. McG. Heaton		
Glamis Castle	Brit. str.	1688	July	Adamson, Bell & Co.		
Hoogly	Foh. str.	1862	July	6 Messageries Maritimes	Marseilles, &c.	To-day
Lorne	Brit. str.	1084	July	Jardine, Matheson & Co.		
Lotus	Brit. str.	1407	July	David Sassoon, Sons & Co.	Yokohama	14th inst.
Macgregor	Brit. str.	1406	July	1 Gilman & Co.		
Pearl	Brit. str.	705	July	6 Chinese	Swatow and Amoy	at daylight
Tanals	Foh. str.	1735	July	6 Messageries Maritimes	Yokohama	Mails
Thales	Brit. str.	820	May	29 Douglas Laprak & Co.	Straits Settlements	To-day
Venloe	Brit. str.	1271	July	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	14th, 3 p.m.
W. Cores de Vries	Brit. str.	334	June	4 Hok Moh Leong	Holhow	
Washi	Brit. str.	265	July	7 Landstein & Co.		
Yangtze	Brit. str.	783	June	28 Stensen & Co.		
Yesso	Brit. str.	559	July	7 Douglas Laprak & Co.	Coast Ports	
Yungching	Chl. str.	661	July	7 C. M. S. N. Co.	Shanghai	To-morrow
<b>Sailing Vessels</b>						
A. S. Davis	Amer. sh.	1399	June	P. & O. S. N. Co.		
Adela	Brit. bge.	352	July	6 Edward Schellhaas & Co.		
Alme	Brit. bge.	300	July	6 Jardine, Matheson & Co.		
Angustur	Ger. bge.	418	July	7 Carlowitz & Co.		
Annie Lorway	Brit. bge.	752	July	5 Order		
Annie S. Hall	Amer. sh. sc.	455	July	6 Douglas Laprak & Co.		
Augusta	Ger. bge.	860	July	6 Carlowitz & Co.		
B. Caldwell	Brit. bge.	482	July	6 Order		
Beethoven	Ger. bge.	340	June	28 Melchers & Co.	Keelung	
Belted Will	Brit. bge.	812	June	24 Vogel, Hagedorn & Co.	Shanghai	Wanchai Pier
Bendultha	Brit. bge.	970	July	2 Meyer & Co.		
Blanca Perlica	Ital. bge.	666	June	22 Landstein & Co.		
Bonita	Ger. sh. sc.	340	June	27 Edward Schellhaas & Co.		
Brown Brothers	Amer. sh.	1493	June	P. & O. S. N. Co.	Puget Sound	Cleared
Cactus O.	Ital. bge.	791	July	6 Order		
Canton	Slam. sh.	779	June	22 Chinese		
Carl	Ger. bge.	215	July	1 Arnold, Karberg & Co.		
Ceres	Ger. bge.	420	July	6 Waler & Co.		
Charlotte Andrews	Brit. bge.	856	July	1 Rozario & Co.		
Chong Soon	Slam. sh.	200	April	30 Chinese		
Chinaman	Brit. bge.	690	May	21 Russell & Co.	London	
Coringa	Amer. bge.	777	July	5 Olyphant & Co.		
Corinne	Brit. bge.	895	June	24 Waler & Co.		
Crested Wave	Brit. bge.	345	July	1 Order		
Daphne	Brit. sh.	954	June	18 Meyer & Co.	Hogo	
Daphnia	Foh. bge.	327	May	28 Stensen & Co.	Labuan	Wanchai Pier
Edith Ross	Dut. bge.	670	July	6 Landstein & Co.		
Eldon	Brit. bge.	496	July	7 Wm. Pustau & Co.		
Esoset	Amer. bge.	636	July	7 Wm. Pustau & Co.		
Evening Star	Brit. bge.	371	June	29 Olyphant & Co.		
Flamingo	Brit. bge.	515	May	29 Russell & Co.	New York	
Formosa	Brit. bge.	1082	July	1 Order	San Francisco	
Fred. P. Litchfield	Ger. bge.	480	June	4 Stensen & Co.		
Friedrich Perthes	Brit. bge.	471	July	4 Russell & Co.	Nicolajefak	
Fugitive	Brit. bge.	530	July	4 Chinese		
Gallah	Amer. sh.	1200	July	5 Meyer & Co.		
Gold Hunter	Brit. sh.	658	June	30 Meyer & Co.		
Golden Spur	Brit. bge.	698	July	1 Botano Co., Limited		
Gramere	Brit. sh.	1068	May	24 Vogel, Hagedorn & Co.	San Francisco	
Gustaf & Marie	Ger. sh.	352	July	4 Waler & Co.		
Gustaf	Brit. sh.	1299	April	28 Vogel, Hagedorn & Co.	New York	
Hannah Law	Brit. sh.	232	July	4 Landstein & Co.	Flonish	
Heronimus	Amer. sh.	1352	May	13 Vogel, Hagedorn & Co.	New York	
Highlander	Brit. sh.	820	July	5 Arnold, Karberg & Co.		
Iles of the South	Ger. bge.	417	June	24 Stensen & Co.		
Jacobsine	Russ. sh.	1365	July	2 Order		
Jalo	Ger. sh.	758	July	6 Deetjen & Co.		
Johanne	Norw. sh.	885	July	1 Melchers & Co.		
Jotun	Dut. sh.	1114	June	16 Melchers & Co.		
Kandahauer II.	Amer. sh.	1208	June	30 Meyer & Co.		
Leading Wind	Amer. sh.	45	Aug.	13 Insurance Co.		
Lottier	Brit. bge.	847	July	1 Captain		
Lord Macaulay	Brit. bge.	847	July	1 Edward Schellhaas & Co.		
Louisa	Ger. sh. sc.	245	July	5 Wm. Pustau & Co.		
Marie Louise	Ger. bge.	441	July	5 Vogel, Hagedorn & Co.	New York	
Matchless	Brit. sh. sc.	237	June	6 Olyphant & Co.		
May	Ger. bge.	330	July	6 Melchers & Co.		
Mikado	Amer. bge.	404	July	1 Captain		
Monro Castle	Amer. sh.	1800	July	5 Order		
Nimbus	Span. sch.	203	July	3 Remedios & Co.		
Nuevo Constante	Brit. bge.	527	June	18 Meyer & Co.		
Osaka	Amer. sh. sc.	527	June	4 Russell & Co.	New York	Wanchai Pier
Panola	Ger. bge.	521	July	14 Arnold, Karberg & Co.		
Polho	Brit. bge.	521	July	1 Melchers & Co.		
Penrith	Ger. bge.	239	July	1 Stensen & Co.		
Piccola	Ger. sh.	985	June	16 Stensen & Co.		
Polynada	Brit. bge.	558	June	9 Vogel, Hagedorn & Co.	London	
Robt. Henderson	Am. sh. sc.	406	Feb.	28 Arnold, Karberg & Co.		
Rosina	Slam. sh.	540	June	25 Chinese		
Siamese Crown	Foh. bge.	287	June	28 Carlowitz & Co.		
St. Anne	Brit. bge.	576	June	16 Horns Company, Limited		
Stanfield	Brit. sh.	662	July	7 Chin Chon Wing		
Star of the North	Ger. bge.	450	July	4 Stensen & Co.		
Theresa Behn	Ger. bge.	180	July	5 Arnold, Karberg & Co.		
Thorkild	Brit. sh. sc.	298	June	23 Borneo Company, Limited		
Viscount Macduff	Amer. bge.	809	July	2 Douglas Laprak & Co.		
Wealthy Pendleton	Brit. sh.	749	May	P. & O. S. N. Co.		
Bombay	Brit. sh.	425	June	21 Waler & Co.	Chafco	
Heronimus	Brit. sh.	814	July	5 Stensen & Co.	Shanghai	
Amoy	Brit. sh.	814	July	5 Stensen & Co.	Shanghai	

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Hart	6 h	British	gun vessel	455	4	120	May 6	H. N. Hood
Lai Tas	2 c	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Messance	6 k	British	military hospital	2691	4	.....	.....	.....
Moorthon	6 k	British	gunboat	420	4	80	May 28	John Hope
Padino	6 k	British	transport	1200	5	.....	Feb. 28	Rapello
Shen-chi	6 c	Chinese	gunboat	150	5	.....	July 6	J. H. Wade
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	14	.....	.....	Commodore Watson

## FOOCHOW SHIPPING IN PORT.

June 30, 1877.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Europa	British	gun vessel	455	4	120	May 6	H. N. Hood
Ling Yang	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Schidia	British	military hospital	2691	4	.....	.....	.....
Viking	British	gunboat	420	4	80	May 28	John Hope
*Yesso	British	transport	1200	5	.....	Feb. 28	Rapello
Barbara Taylor	British	gunboat	150	5	.....	July 6	J. H. Wade
Gaston Anger	British	Commodore's flag-ship	3087	14	.....	.....	Commodore Watson
Izau	British	gun vessel	455	4	120	May 6	H. N. Hood
Leonia	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Rhoda	British	military hospital	2691	4	.....	.....	.....
Wm. Marston	British	gunboat	420	4	80	May 28	John Hope

## SHIPPING IN SHANGHAI HARBOUR.

June 30, 1877.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Altona	British	gun vessel	455	4	120	May 6	H. N. Hood
Cathay	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Ching-sha	British	military hospital	2691	4	.....	.....	.....
Ching-sha	British	gunboat	420	4	80	May 28	John Hope

## MERCHANT STEAMERS.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Glenorchy	British	gun vessel	455	4	120	May 6	H. N. Hood
Hal-chin	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Hak-ting	British	military hospital	2691	4	.....	.....	.....
Haining	British	gunboat	420	4	80	May 28	John Hope
Hanan	British	transport	1200	5	.....	Feb. 28	Rapello
*Hobg	British	gunboat	150	5	.....	July 6	J. H. Wade
Kiang-pai	British	Commodore's flag-ship	3087	14	.....	.....	Commodore Watson
Kiang-pai	British	gun vessel	455	4	120	May 6	H. N. Hood
Kiang-pai	British	gunboat	1200	4	.....	June 9	H. M. Lousie
Kiang-pai	British	military hospital	2691	4	.....	.....	.....
Kiang-pai	British	gunboat	420	4	80	May 28	John Hope
Kiang-pai	British	transport	1200	5	.....	Feb. 28	Rapello
Kiang-pai	British	gunboat	150	5	.....	July 6	J. H. Wade
Kiang-pai	British	Commodore's flag-ship	3087	14	.....	.....	Commodore Watson

## MERCHANT SAILING VESSELS.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ada Winwall	American	gun vessel	455	4	120	May 6	H. N. Hood
Alfred Victor	American	gunboat	1200	4	.....	June 9	H. M. Lousie
Alfred Hawley	American	military hospital	2691	4	.....	.....	.....
Alfred	American	gunboat	420	4	80	May 28	John Hope
Alfred	American	transport	1200	5	.....	Feb. 28	Rapello
Alfred	American	gunboat	150	5	.....	July 6	J. H. Wade
Alfred	American	Commodore's flag-ship	3087	14	.....	.....	Commodore Watson

## HONGKONG MARKET PRICES.

Corrected to Saturday, July 7, 1877.

At 1110 Cash per Dollar Mexican.

## Butcher Meat.

Item	Price
Bacon, English, lb.	450 400
" Am. Sugar cured, lb.	300 250
" Focchow, lb.	160 140
Beef, sirloin and prime cut, cy.	160 150
Beef Corned, lb.	150 140
" Roast, lb.	150 140
" Soup, lb.	100 90
" Steak, lb.	160 150
Bullocks' Brains, per set	60 50
" Tongue, fresh, each	275 260
" " corned, lb.	320 300
" Head, lb.	600 500
" Heart, lb.	150 140
" Hump, Salt, lb.	110 100
" Feet, lb.	50 40
" Kidneys, lb.	60 50
" Tail, lb.	100 90
" Liver, lb.	80 60
" Tripe (undressed), catty	50 40
Olives' Head and Feet, set	600 400
Ham, American, lb.	300 280
" Chinese, lb.	180 170
" English, lb.	360 340
Mutton Chop, lb.	190 180
" Leg, lb.	190 180
" Shoulder, lb.	140 130
" Liver, lb.	130 120
Pigs' Chittlings, catty	60 50
" Feet, lb.	100 90
" Fry, lb.	110 100
" Head, lb.	90 80
" Heart, lb.	60 50
" Kidneys, lb.	80 70
" Liver, lb.	100 80
Pork Chop, lb.	150 140
" Corned, lb.	130 120
" Leg, lb.	150 140
" Fat or Lard, lb.	110 100
Sheep's Head and Feet, set	340 320
" Heart, lb.	50 40
" Kidneys, lb.	80 70
Sticking Pig, lb.	1750 1600
Veal, lb.	140 120

## Poultry.

Item	Price
Capons, lb.	250 240
Ducks, lb.	140 120
Eggs, Hen, doz.	100 —
" Duck, doz.	100 —
" Salt, doz.	120 —
Fowls, lb.	180 160
Geese, lb.	120 110
Partridges, lb.	300 250
Pheasants, Canton, pair	\$1.60 —
Pigeons, lb.	150 140
Quail, lb.	140 —
Rabbits, lb.	600 500
Turkeys, Cock, catty	700 655
" Hen, lb.	500 450

## Fish.

Item	Price
Bombay Ducks, new per hundred	350 300
Bream, lb.	90 —
Codfish, Salt, lb.	160 150
Crabs, lb.	300 120
Cuttle Fish, lb.	110 90
Dace, lb.	80 70
Dog Fish, lb.	60 50
Kels, Congor, lb.	100 90